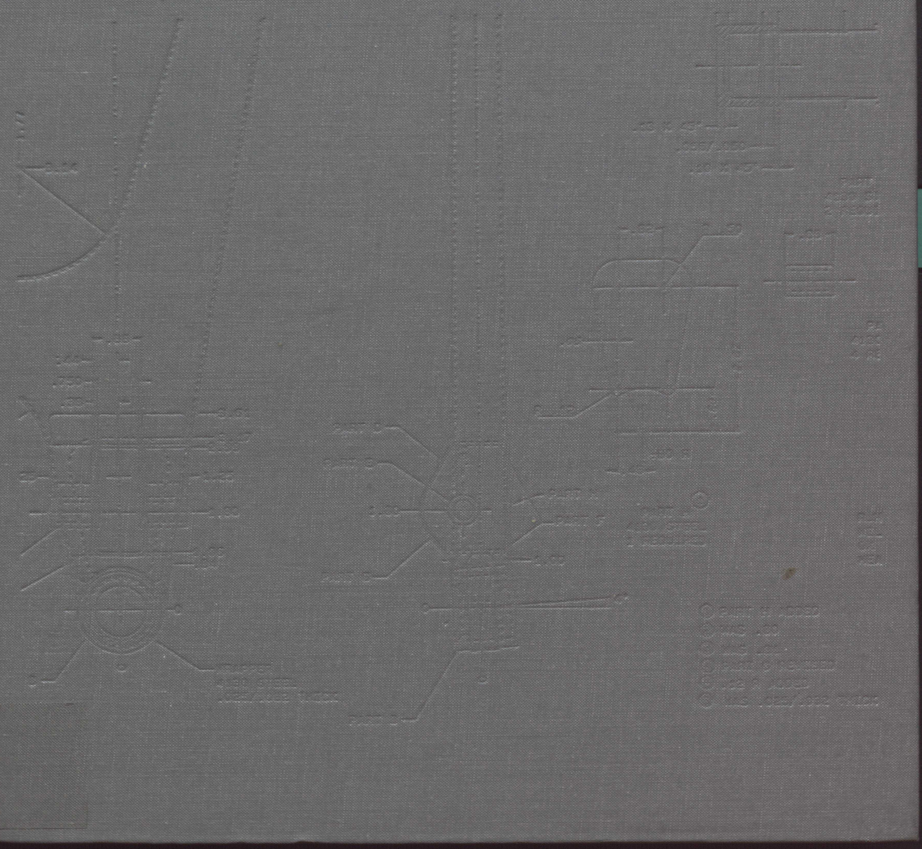
J. A. MARTIN AND KEN WELLS

PROTOTYPES

THE HISTORY OF THE IMSA GTP SERIES



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From 1981-1993 the premier North American sports-car racing series was IMSA's Grand Touring Prototypes. The cars were the most exciting and sophisticated of their era and capable of astonishing performance. Their advanced aerodynamics generated so much downforce that they were theoretically capable of driving on a ceiling. It would take several years for the best CART cars to break their lap records on some tracks.

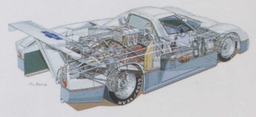
But more than anything else, the GTP series was characterized by a dazzling variety of cars and competitors. Privateers—wealthy gentleman racers who made fortunes in careers that included radio broadcasting, trash collection, and even drug smuggling—competed against professional drivers and racers who had won Le Mans. Engines ranged from thundering seven-liter V-12s and stock-block American V-8s to small-but-potent turbocharged two-liter fours.

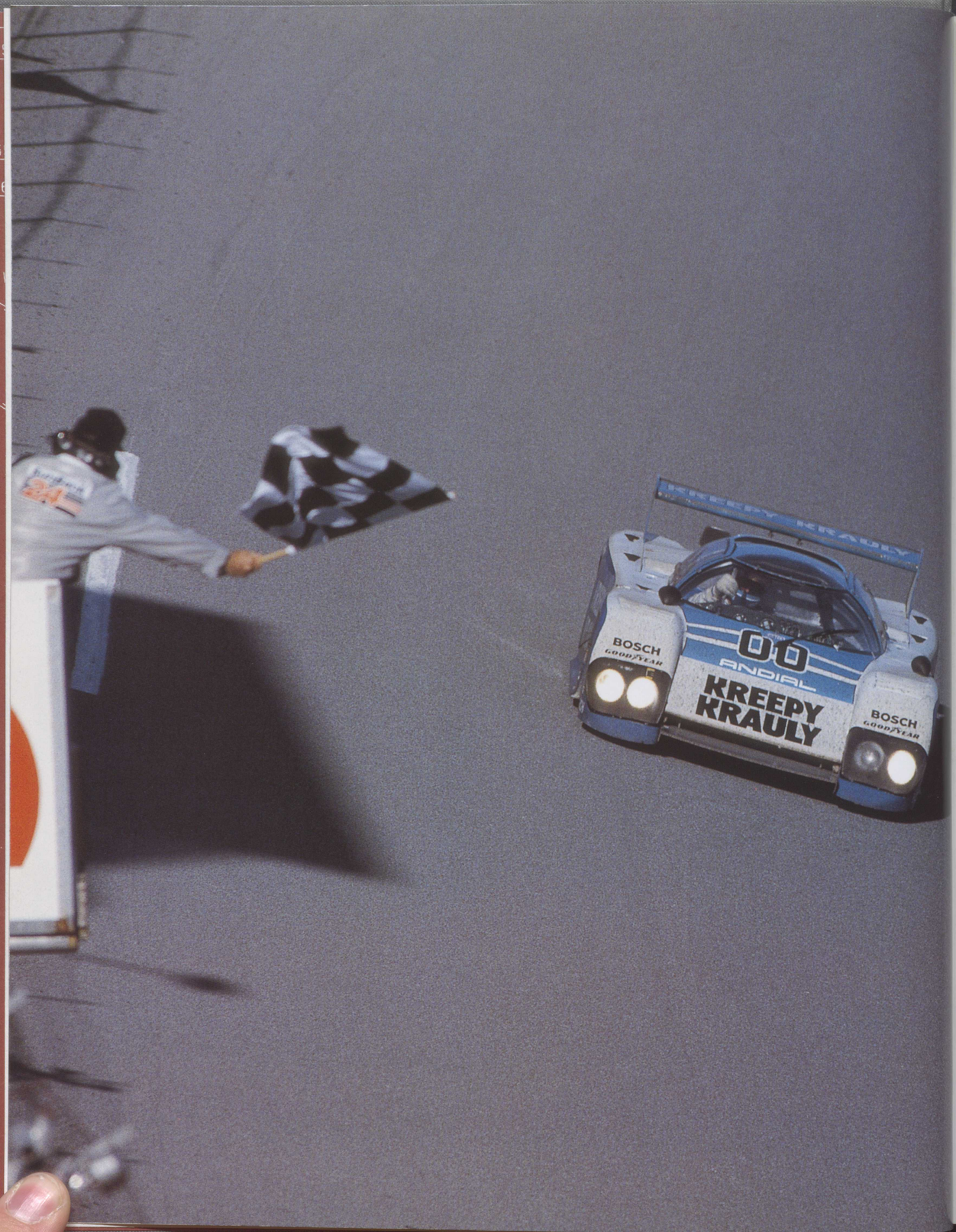
Virtually every major manufacturer was involved at some point during the 13-year series either with full factory teams or the through the efforts of enthusiastic privateers. Among them were Aston Martin, BMW, Buick, Chevrolet, Ferrari, Ford, Honda/Acura, Jaguar, Mazda, Nissan, Pontiac, and Porsche. Specialized chassis builders such as Alba, Argo, Lola, March, Riley & Scott, Spice, and others competed with major manufacturers and independent designers to build the best cars.

For the first time the stories of the cars and of the men and women who raced them are told through exclusive interviews and illustrated with never-before-seen team photos and exciting race action. This intimate look at the GTP series also includes complete race results from 1981-1993 to make this an invaluable research and reference source.

FRONT COVER: The Porsche 962 was the car of choice during the privateer era of the GTP series. This is Rob Dyson's car in 1990. (Hal Crocker)

PROTOTYPES





PROTOTYPES

THE HISTORY OF THE IMSA GTP SERIES

By J. A. Martin and Ken Wells

Edited By Tom Saal

Design by Tom Morgan

DAVID BULL PUBLISHING

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PAGE 1: A cutaway illustration of the early Lola-based Corvette GTP. (Ryan Falconer collection)
PAGE 2: The Kreepy Krauly March takes the checkered flag at the 24 Hours of Daytona, nine laps ahead of Preston Henn's defending race-winning 935. (Team Unicorn)
THIS PAGE: Many cars in the 1991 Daytona 24 Hour race carried dedications to the armed forces that defeated Iraq in Operation Desert Storm. Kevin Jeannette's Gunnar Racing 966 started the race a pristine white. Then, early in the race, he withdrew the car and displayed it in an infeld tent, where an estimated 5,000 fans signed it. Shortly before the end of the race Johnny Cochran returned to the track to take the checkered flag with the rest of the field. (David Connell)
PAGE 6: Al Holbert in 1986 (Hal Crocker)

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"When I'm done with my car, it is time to enjoy myself. There are so many good things to do—such as friendships. Off the track we have some stories that we can't tell. In Formula One you have no friends."

HANS STUCK

FOREWORD
DEREK BELL & HANS STUCK

Derek Bell and Hans Stuck personified international sports car racing during the 13-year life of the IMSA GTP series. They were two of its premier drivers and had been members of both Formula One and European factory sports-car teams.

Englishman Derek Bell arrived in IMSA in 1984 to co-drive on the Lowenbrau Porsche 962 team with Al Holbert. In four years, Bell co-droved to 16 victories. He had two Daytona 24 Hour wins, helped Al Holbert win driver's championships in 1985 and 1986 and did the same for Chip Robinson in 1987. Bell also won the world sports-car driving championship in 1985 (as co-champion with Hans Stuck) and repeated in 1986. In 1986 and again in 1987, Bell, Stuck, and Al Holbert won the 24 Hours of Le Mans in Porsche factory–backed Rothmans 962s. Bell's resume also includes another Daytona win in 1989 co-driving for Jim Busby and drives in the open Gunnar 966, other Porsche 962s, the Nissan NPT-90, and the Momo Audi.

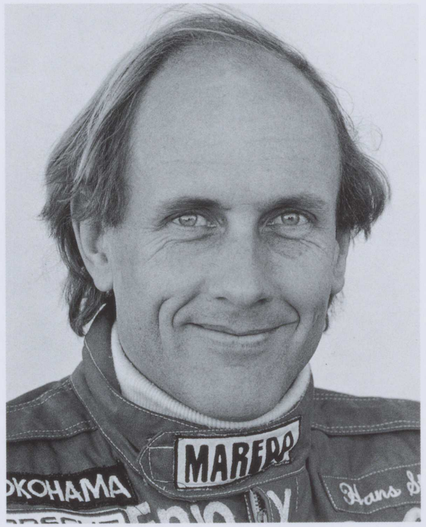
Hans Joachim Stuck of Germany began his IMSA career in the mid-1970s when he won the Daytona 24-Hour race in a BMW CSL. As mentioned above, Stuck was co-champion of the 1985 world driving title with Bell. He won Sebring for Bob Akin in 1986 and for Bruce Leven in 1988. From 1988 to 1989 Stuck was the driver with the most wins in Group 44's Audi Trans Am and IMSA GTO programs. He was the 1993 IMSA SuperCar champion. Today he still delights fans with a merry yodel when he wins.

Because of their tremendous perspectives I asked Bell and Stuck—together in their own words—to share some impressions from their GTP careers.

J. A. MARTIN

DEREK BELL: Historically, sports-car racing has been about private owners who could afford to buy the cars. Hans had a wealthy owner provide him with a car. I had a wealthy owner provide me with cars, as did Bob Wollek, Jochen Mass, and many others. And we all went out there and, of course, all right, they may have been mostly Porsches at first, but later there were Jaguars and then there were Toyotas and so on. But we had some great racing, and the series traveled around

Derek Bell (Hal Crocker)



Hans Stuck (Hal Crocker)

all the top circuits in America. There wasn't all the aggravation then that there is now among the people who run motorsports. The wonderful thing about being a sports-car driver is that you have great memories. Formula One drivers will never have the memories we have, because they don't have the camaraderie.

HANS STUCK: When I'm done with my car, it is time to enjoy myself. There are so many good things to do—such as friendships. Off the track we have some stories that we can't tell. In Formula One you have no friends.

DEREK BELL: Stuck and I raced against each other, and when we raced together in the same car we had the best team ever—it was fantastic. He was so bloody fast, and he still is, of course. When I was with Stuck and the wonderful Al Holbert, there was no way I had to worry about them having the ability to finish the race. When I got out of the car and turned it over to Stuckie or Al, without a doubt, I never thought once about the car coming around on the next lap.

HANS STUCK: A great memory of those times was, for sure, one of the two Sebring wins I had in 1986. It was a very emotional race. I tried to catch Derek and Al, together with Jo Gartner and Bob Akin. Finally, it appeared that we couldn't get them, but when they had a problem in the last pit stop we passed them. Then we had a puncture, and Jo Gartner drove the last two laps on the flat tire. So the car went on the ramp with no air in its tire. It was really emotional racing. And I think the crowd was kind of different because they knew more about what was going on. They were more into it than they are nowadays.

DEREK BELL: The race that sticks most in my memory, probably, is winning Miami in 1985. Al and I beat the Budweiser car. We won the Lowenbrau Grand Prix in the Lowenbrau Porsche with two laps to go. I had spun twice in the race, overtaking people when I got chopped on the street circuit in Miami. And I remember David Hobbs saying, "Only Bell could spin twice and still win the race." And that's the way it was, you know, you had to spin in order to avoid hitting the walls. At the restart, the engine had been misfiring for several laps, and with three laps to go, the engine cleared up. I went by two cars, and I won the race. That was probably the most exciting, dramatic race I had. We had lots of great racing, but we usually knew what the outcome would be. But in this one we certainly didn't.

In Europe it was factory this, factory that. If you weren't in a factory car, you weren't going to beat them. Now over here it's entertainment; the Americans are entertainers. I like it in America. Europeans worry about rules and regulations. I couldn't stand the regulations in Europe, like those damn fuel rules that the FIA brought back in 1982 about how much fuel we could use to run a race. It was just a farce. The public came to watch a motor race, not an economy run. Race speeds that were three to four seconds per lap slower than qualifying made it seem to the public that we weren't doing well, when actually we were pacing our gas. Over here they say, "We want to have races. We want to put on a race." That's why we love racing in the States—because of the atmosphere and camaraderie. Europe has always seemed to have a much more serious way of doing racing. The way it's done here is wonderful for a driver. It's more relaxed over here. It's "get out and enjoy life." The essence of racing is to enjoy it.

HANS STUCK: The fans here are much more polite, more understanding, and those GTP cars had a perfect combination of power, tire width, and, in my career, it was the utmost race car. They were lots of fun to drive. ❋

Introduction

No series in the history of motor racing ever had such diversity of cars as the Grand Touring Prototype series of the International Motor Sports Association which ran in North America from 1981 through 1993. Bellowing monsters with stock-block seven-liter motors raced wheel to wheel with exotic lightweights with turbocharged two-liter motors. World champions faced off against weekend warriors, factory teams versus privateers.

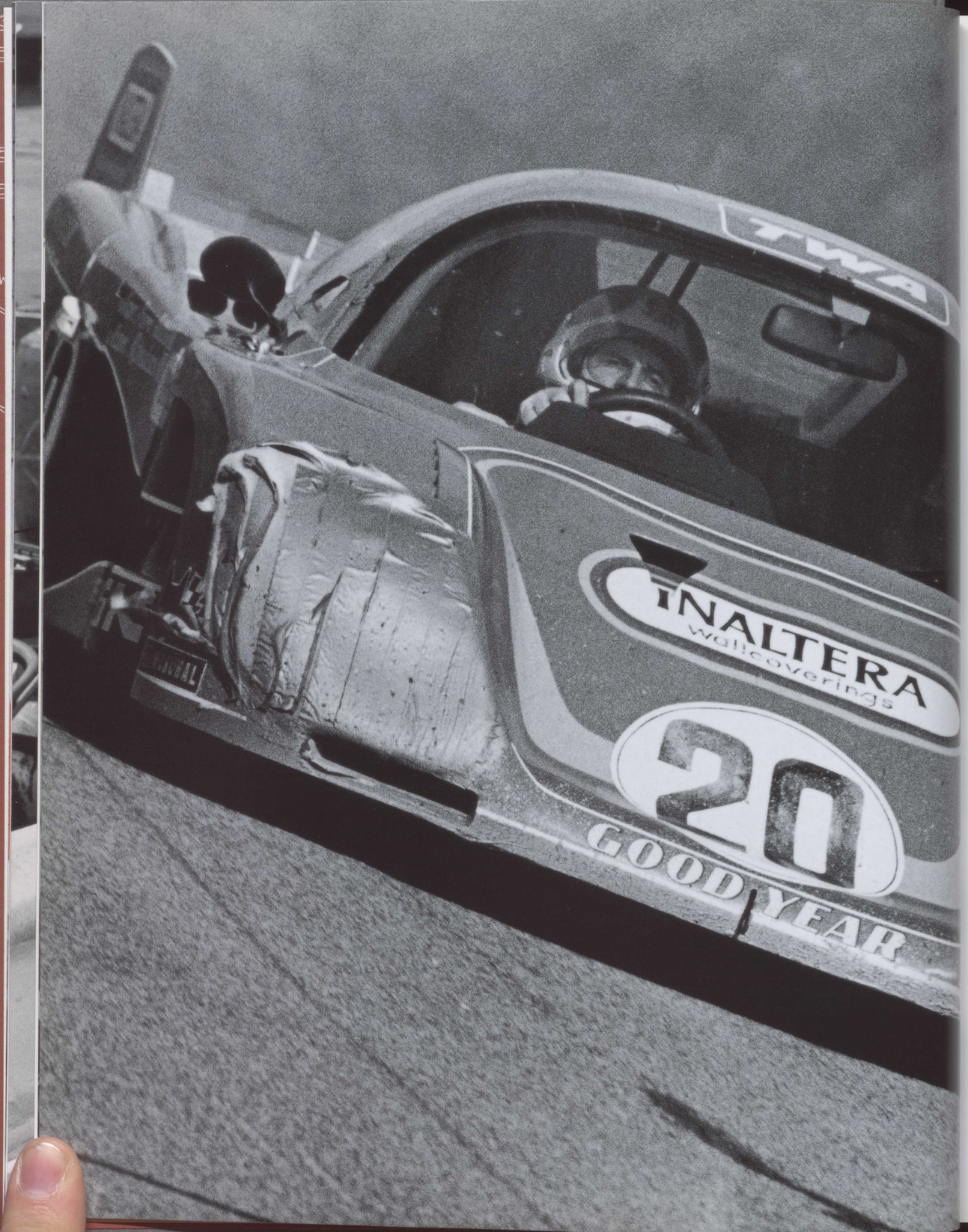
This is the story of the IMSA GT Prototypes, the men who built them, the men who paid for them, and the men (and several women) who drove them. Because this is a team-by-team history it reads more like a collection of short stories than one continuous and chronological narrative. Here you will find the reasons *why* the winners were winners and *why* those who were not. Strange things happened within Ford, Jaguar, Chevrolet, and BMW that undermined their programs. The purpose of this book is to explain why things happened as they did. To understand the results, one must understand the stories behind the stories.

We do not judge the motives and actions of the players. They were all intense, highly motivated individuals who pushed the limits of the rules and the technology of the time as hard as they pushed their lives and the limits of tire adhesion. Some of their recollections may appear to be self-serving or contradictory, but that's because they're highly personal.

Many people competed in the GTP series, and with so many stories it is inevitable that some individuals or details have been overlooked. Some people chose for their own reasons not to participate in the book. What you have here is the best from imperfect memories (including our own) and what we've been able to glean from race reports and records.

J. A. Martin and Ken Wells

OPPOSITE: The 1987 round at Watkins Glen was Group 44's final race with Jaguar sponsorship. Tom Walkinshaw Racing would become Jaguar's official team in 1988. During a practice session, Lanky Foushee (right) talks with drivers John Morton and Bob Tullius, who is in the car. After the race Jaguar threw a thank you party for the men of Group 44. (Hal Crocker) **ABOVE:** This cutaway illustration by Russel Von Sauers shows the inner construction of Jim Busby's Mazda-powered Lola. (BF Goodrich)



CHAPTER 1

"I think we'll look upon the 1980s as a golden age because of the very intense competition among so many factories with such a contrast in design approaches. It was wonderful when they were all there."

JOHN BISHOP

JOHN BISHOP: THE FOUNDING FATHER

John Bishop's involvement with sports-car racing began while he was enrolled in the industrial design program at Syracuse University and grew when he took a job in Baltimore and went racing with the Sports Car Club of America. In 1956 he went to work for the SCCA as competition director and became executive director six years later.

The SCCA was seriously divided in the 1950s. "The old guard wanted to keep the club on an amateur course," says Bishop, "and it was getting nigh impossible." Others wanted the group opened to professionals, men who took racing seriously. The conflict intensified in the early 1960s as special-built hot rods (such as Cooper-Chevys, Scarabs, and Chaparrals) were beating the Ferraris and Maseratis. To promote a more serious professional series, Bishop rewrote the competition rule book in 1961. "Someone had to responsibly make some order out of the professional side of things, and I felt that SCCA was the logical one to do it," he says.

Dissension in the club's hierarchy persisted, and at the 1969 national meeting a new board was elected that made Bishop's position untenable and his goals unobtainable. His only recourse was to resign, which he did.

"IMSA was formed," says Bishop, "because by 1968 the guy [speaking of himself in the third person] who ran the professional end of things decided he didn't have enough authority, that he didn't want to be subjected to the policies of the SCCA board any longer. He wanted autonomy. He wanted authority to run SCCA pro racing the same way Bill France ran NASCAR. What he didn't understand was that Bill France owned NASCAR, and he didn't own SCCA."

"Bill France called me and said he had a couple of ideas he wanted to talk about, and he invited me down to Daytona. We talked about all the new tracks being built all over the country and the impossibility of the present sanctioning bodies to build enough business. He thought it was time to start a new sanctioning body. 'If you want to do it, you're the guy to head it up, and I'll help you get going.' It sounded good, so we set up a business as NASCAR is, not a club. I'd be the president, make the rules, and set the policies. So we did it."

The International Motor Sports Association was incorporated in July 1969 in Fairfield, Conn. The choice of name and the logo design was Bishop's. Three hundred and forty-eight spectators paid $3 apiece to watch 23 Formula Fords compete in the first IMSA race that October, a 200-miler on the five-eighth mile oval at Pennsylvania's Pocono Raceway. Races in 1970 were run as part of NASCAR and SCCA

OPPOSITE: One of the two the Rondeau Inalteras at Daytona in 1977. This was the model for Bishop's idea of a Prototype race car: exotic, yet easy to work on. The Group 6 specification cars were given a special allowance to compete. The No. 20 car driven by Jean Rondeau and Jean-Pierre Beltoise ran for only 336 laps for 28th place. (Hal Crocker) **ABOVE:** John Bishop in September 1973. (Hal Crocker) **ABOVE RIGHT:** Using his art education as an industrial designer, John Bishop designed the logo for his new IMSA. (J. A. Martin)

OPPOSITE: While working in Baltimore, John Bishop began his association with the SCCA by painting covers for event programs and club magazines. This painting depicts Roger Penske in his Cooper leading the Lotus of Peter Ryan and the Scarab of Harry Heuer through Laguna Seca's Corkscrew. (Courtesy of SCCA)
BELOW LEFT: In 1975 Bishop launched the All American Grand Touring (AAGT) series. The rules were designed to help American cars compete equally with European marques. In the June round at Mosport, Carl Shafer's Camaro started from the pole with Al Holbert's Porsche alongside. (Hal Crocker)
BELOW RIGHT: Another view of the Inaltera-sponsored Rondeau at the Daytona 24 Hours in 1977. Rondeau also entered a second car, No. 22, for two women, occasional Grand Prix driver Italian Lella Lombardi and a woman identified on the entry sheet simply as "Christine" from Belgium. (J. A. Martin)

events. In 1971, Bishop created the Grand Touring (GT) series to present international endurance racing in North America, specifying internationally recognized sedans (FIA Groups 1 and 2) and sports cars (FIA Groups 3 and 4). In 1972, the sports-car series became the Camel GT and the sedan series became the B. F. Goodrich Radial Challenge. Gaining FIA recognition in 1973, IMSA sanctioned Florida's 12 Hours of Sebring for the first time.

In 1975, IMSA created the All American Grand Touring (AAGT) series to give American makes rule latitudes equivalent to foreign makes. This was the same year it sanctioned Florida's 24 Hours of Daytona for the first time.

"One of the things John emphasized was not to write the rules specifically for the factories," says Roger Bailey, who was IMSA technical director at the time. "The factories will use you as long as it suits their needs. Then they'll be gone. You have to look after the privateer, who will be here next year and the year after. And you have to balance the rules to allow the factories to come in and at the same time help privateers be competitive. John Bishop was the best person I ever knew at writing rules and being fair to everybody."

The rules became harder to enforce as greater emphasis was placed on turbocharging and harder still when sophisticated wind tunnel testing produced cars with high downforce. After that, the electronics went high-tech.

"It was becoming pretty distorted toward the factories by 1988," says Bishop, "and I began to think we needed a change in the formula. I had seen all the signs. The factories were spending way too much money. I could see their frustration in spending all this money and not winning, or not winning enough. I thought at the time that the danger signs were on the wall: IMSA had better be prepared when all the factories got out, which they eventually did."

Bishop's problems went beyond the track. He had bypass heart surgery in 1987, forcing him to rethink his priorities. "In 1988, we were approached by a group from Tampa: Mike Cone and Jeff Parker. They made us an offer we couldn't refuse," says Bishop. "My wife, Peggy, and I were getting a little tired by this time anyway. That [the sale] went through in January of 1989."

CHAPTER 2

Rules do not limit a designer; they actually free him. "The more restrictive the rules, the more challenging. It brings out the most of your creativity. If there are no rules, no limits on your creativeness, where do you start?"

DICK YAGAMI, DESIGN ENGINEER FOR BMW AND NISSAN

IMSA PROTOTYPES: THE RIGHT FORMULA AT THE RIGHT TIME

Even though it was a logical development of the GT concept, the creation of the Grand Touring Prototype class by IMSA in 1981 goes back to Al Holbert's wins of the 1976 and 1977 Camel GT championship with an (AAGT) Chevrolet Monza. "This pissed off Porsche," says John Bishop. "They requested and were approved to run a turbo Carrera, which led to the 935 and complete series domination. Both sides of the Atlantic were feeling the weight of the 935. In 1979, a sole victory by BMW marred a perfect 935 IMSA season. In 1980, Porsche scored a complete shutout."

An interim solution was the GTX (Grand Touring Experimental) class. Like Group 5 cars, the GTX cars had to look like production cars, but under the skin they were tube-frame race cars. They were mostly foreign-based AAGTs, but it was misleading to call a Datsun all-American, so GTX was born.

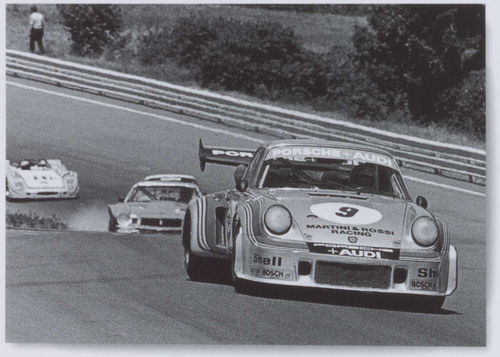
GTX was never intended to be the long-term answer to IMSA's problems. The officials who ran Le Mans were as anxious as Bishop to come up with an alternative. "We had the same problem they did," says Bishop. "Nothing but Porsches could win, and they kept developing the car to the stage that only a few people could buy them. Car builders here and around the world supported the idea of a GT Prototype formula that was straightforward and sensible, hopefully using a wide variety of production engines."

The general rules were laid down. The first GT series that wasn't based on production sports cars, one that used a common formula, was about to be realized. "We drew our rules, and the Europeans drew their rules, and we tried to come together for about two years," says Bishop. "Because of the oil embargo, they went on a fuel consumption formula, which we thought was not promotable here. So we went on a handicap basis, where production engines were given the lightest weight and the most exotic engines were loaded down. That formula appealed to American manufacturers who had been out of it for a while."

To encourage manufacturers to participate, Bishop's technical team devised an engine equivalency formula using the six-liter Chevrolet pushrod V-8 as a baseline. When a powerplant was determined to be over or under the baseline, adjustments would be made in engine capacity or minimum vehicle weight—the bigger the engine, the higher the minimum weight. In theory, every well-prepared car would have exactly the same performance as every other car. The goal for car designers would be to improve car

OPPOSITE: By 1979 the Porsche 935 was dominating racing on both sides of the Atlantic. That year Porsche won every IMSA race but one, which was taken by BMW. In 1980 the Porsche record was perfect. Bishop's prototype formula was designed to bring diversity back to IMSA GT racing. (Richard Hughett)

BELOW: The Martini & Rossi Porsche Turbo Carrera, seen at Watkins Glen in 1974, was the first 911 variant to utilize turbocharging. It represented the first step that led to the all-conquering 935. (Hal Crocker)

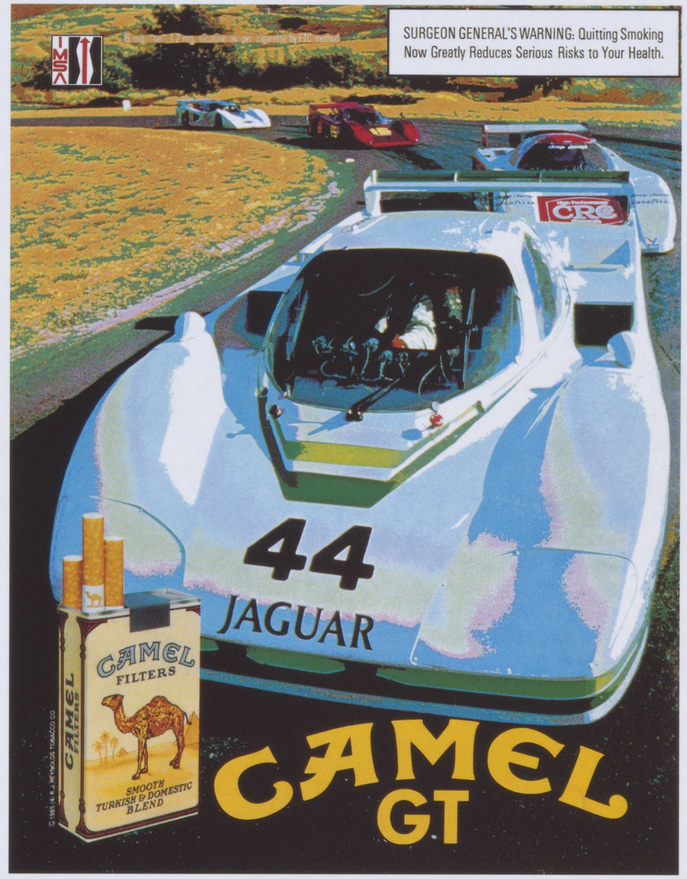


design or better prepare the cars. During the course of the series there were three basic powerplants: normally aspirated stock-based motors (six to seven-liter Jaguar V-12, Chevrolet V-8); turbocharged stock-based motors (three-liter Chevrolet, Nissan, and Buick V-6; and Porsche flat-6;); and turbocharged racing motors (two-liter BMWs, Fords, and Toyotas). IMSA was prepared to adjust the rules at midseason to prevent one car from dominating, and enhance the entertainment value.

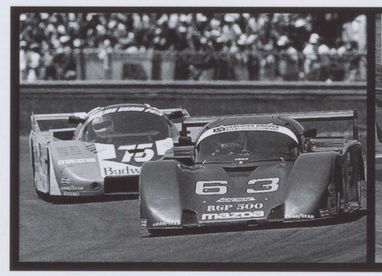
IMSA had experimented with prototype cars. In 1977, a pair of French Inalteras, tube-frame mid-engine cars built by Jean Rondeau and powered by Cosworth V-8s, ran in the 24 Hours of Daytona as "special prototypes," the only cars in the field so designated. There was nothing in those cars that was not available to everyone, so it was not considered unfair competition. As we shall see, when prototype cars were allowed to run for the IMSA GT championship in 1981, the first to challenge the 935s were Lola and March. When Jaguar entered the fray in 1982 with the first factory-supported entries, it was clear IMSA had become the pre-eminent road racing series in the United States. It was just a matter of time before Ford and Chevrolet would follow suit.

In 1985, John Bishop introduced the Camel Lights series, patterned after the C2 prototypes introduced in Europe in 1984. These cars were to follow the general appearance of the GTP cars but were restricted to smaller motors without turbochargers. They were smaller and lighter, which correlated to being less expensive to race. The Grand Touring, over 3 liters (GTO) and Grand Touring, under 3 liters (GTU) classes for production-based sports cars and sedans are not covered in this book, but you will see references to them here and there as stepping stones for some teams and drivers that moved up to the GTP ranks.

The success of the prototype series was a result of several factors. "At the same time there were all these happy coincidences," says Chuck Dressing of ESPN. "You had the economy getting good. You had the British race car industry moving beyond the boundaries of Formula One. CART was up and running, and the increase of capacity from IndyCars brought along a bunch of these people like March and Lola. And you had the electronics revolution in the mid-'80s, and that's when GTP really took off. You had all these factors colliding, and GTP was the one class where you could use everything."



LEFT: This Camel advertisement circa 1983 shows the Group 44 Jaguar XJR-5 and Al Holbert's March 83G in the foreground. (J. A. Martin collection)
BELOW LEFT: New for 1985 was the Camel Lights series. These cars were modeled after the European C2 prototypes and were limited to normally aspirated motors of no more than three liters. The 1.3-liter Mazda rotary engine was a popular engine in the early years of the class. It powered Jim Downing's Argo JM-16, shown here leading a Mazda Alba. Downing won the first three Lights championships in Mazda-powered Argos. (Hal Crocker)
BELOW RIGHT: Porsche's factory racing and public relations chief Manfred Jantke (left), and Porsche North America's motorsports director Jo Hoppen closely examine Al Holbert's Chevrolet AAGT Monza at Road Atlanta in April 1977. In response to Holbert's back-to-back Camel GT championships in 1976 and 1977, Porsche requested approval to run the Turbo Carrera. (Hal Crocker)



CHAPTER 3

"He was good at making the money go as far as it could. He did what he needed to do to race. Thrifty is a nice word."

LEON DEPESTO, MECHANIC AND FRIEND

DEL RUSSO TAYLOR: FIRST BUT HARDLY FOREMOST

Although he was an unlikely pioneer, Del Russo Taylor was the first to enter a prototype class car in IMSA competition. He drove a rebuilt 1970s Alfa Romeo–powered Chevron B21 at Sebring in 1981. To make it eligible for the GTP series, Taylor added a second roll bar that was just inches from the original bar. Taylor used a rear window from a Corvette for the windshield and added a sheet metal top to tie the car together.

Taylor's real name was Delbert Dean Taylor. Nobody knows why he went by Del Russo Taylor. A Florida roofing contractor by trade, Taylor had no team and did most of the work himself. His only consistent co-worker was his wife, Janis, who was also his publicist, secretary, and occasional co-driver.

"There were rumors of him being down in the tire junkyard," says Leon DePesto, who maintained some of Taylor's race cars. "He'd be there in the middle of the night, picking out good ones to put on his car."

Taylor and co-driver Rex Ramsey started the No. 72 Alfa-Chevron 80th in the 1981 Sebring 12 Hours, lasted 96 laps, and were listed as 51st at the finish. After Sebring, the Alfa engine was replaced with a Buick, and Taylor campaigned the car with dismal results at Connecticut's Lime Rock (21st), Mid-Ohio (36th), and Daytona (19th in the Paul Revere 250). His wife drove the car at Canada's Mosport (32nd), and after Taylor's solo runs at Road Atlanta (12th) and Wisconsin's Road America (39th), the two paired at Pocono (30th), followed by another solo by Taylor at the Daytona finale (29th).

Taylor entered the 1982 Sebring 12 Hours with Wayne Dassinger as co-driver and finished 49th after starting 83rd. The 1982 season was busier—and luckier—than 1981, with runs at Charlotte, North Carolina (20th with Ramsey); Mid-Ohio (21st); Lime Rock, where he achieved improbable results (started fourth, finished sixth); Daytona (20th in the Paul Revere 250); Minnesota's Brainerd, where he turned in a remarkable performance (fifth); Mosport (23rd paired with his wife); Road America (45th); Mid-Ohio (31st in the Lumbermens); Road Atlanta (41st); and the Daytona finale (38th with Frank Rubino).

Sticking with the Buick-Chevron, Taylor ran just five races in 1983. He completed only nine laps at Miami, 53 at Sebring, 61 at Road Atlanta, one at Lime Rock, and 38 at Mid-Ohio.

ABOVE: Del Russo Taylor's modified Chevron Alfa Romeo at speed during the 1981 Sebring race. With co-driver Rex Ramsey, Taylor started eightieth and lasted 96 laps to finish fifty-first. The open cockpit Chevron design was closed by a Corvette rear window for a windshield and pop riveted aluminum panels. Humble as it was, this was the first car to race as a GTP. (Hal Crocker)

In 1984, he outqualified a Ferrari at Lime Rock but finished last in his final appearance with the Chevron. After that he was a part-time GTO competitor. The move did not cause regret among the other drivers. To most, the Chevron had been "a moving chicane." Dan Gurney persuaded Taylor to retire his Chevron and drive in GTO, telling him he would have more success there, which he did, running a Pontiac Trans-Am.

In the mid-'80s, Taylor tried to modify the Chevron to accept a Porsche motor. The car was sent out, but the work was never completed. Taylor had to retrieve the car, which had a butchered tail from the incomplete installation. The rear of the car had to be rebuilt. Michael Gue prepared a set of Tiga body panels in 1988, and crude ground-effects tunnels were to be put in the bottom of the tub as a way to convert the car to a legitimate Lights racer. Power was to come from a Mazda or Buick motor. However, the work was never done, and the car was sold to Gue, who returned it to its original open-cockpit configuration.

On Christmas Eve 1991, Taylor died in his sleep from a heart attack at his father's home in Colorado.

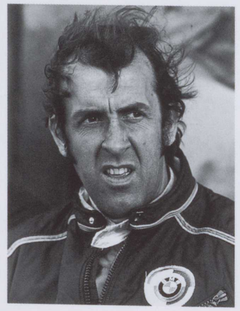
ABOVE: Del Russo Taylor's team in the paddock at Sebring in 1981. The operation was a volunteer effort made up of friends and family that ran on a shoestring budget. (Lee Self)
BELOW: Another perspective on the cobbled-together GTP car that was Taylor's Alfa-powered Chevron. The Corvette rear window that served as its windshield is more apparent in this view. (Lee Self)

When we flipped the thing upside down, the pieces that made up the box were full of holes, and that's because they had been screwing stuff on. My first impression was, 'My God, I put David Hobbs in this thing.'

DALE DETRICK, TEAM MANAGER

BMW M-1/C: Unlike Anything Seen Before

In 1975, a racing division within BMW of North America was established in Montvale, N. J., to develop the CSL model for IMSA racing. Within the first week of business, Brian Redman, Sam Posey, Allan Moffat, and Hans Stuck won the 12 Hours of Sebring in a three-liter CSL. The next year, McLaren of North America took over preparation of the car with David Hobbs as driver. The new 1977 BMW 320i, nicknamed the "Flying Brick" by the team, was powered by a two-liter turbocharged four-cylinder motor. McLaren added cooling systems for both oil and water plus new plugs and rings to handle the increased horsepower. The motor put out 550 Horsepower, and by 1979, the figure was more than 700. In three years Hobbs won eight times and drove the only non-Porsche to win a race in the Camel GT series in 1979.



Designed by BMW engineer Paul Rosche, the turbo four began as the small displacement BMW production motor. It was the F2 motor in the '70s, and through development by McLaren North America in IMSA competition, it evolved into the 1.5-liter motor that took Nelson Piquet to his second F1 World Driver's championship in 1983 aboard a Brabham-BMW. "It was the success of that [1978 to 1980 GT] program that was the secret test bed for the Formula One engine," says Erik Wensberg, who worked as a consultant to BMW at the time.

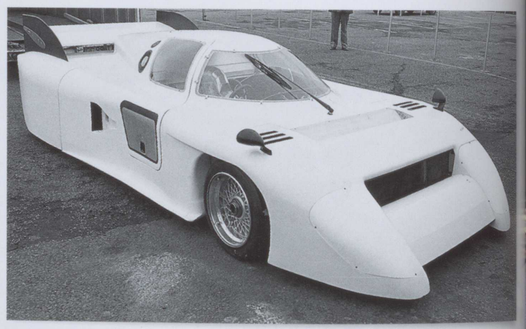
For the 1980s, BMW had a new flagship, the mid-engine M-1, a limited-production sports car. To promote the sports car, BMW developed a tube-frame race version of the M-1, called the Procar, which was used as a curtain-raiser at Formula One races in which the top five qualifiers competed against 15 private owners. Two Procars were sent to the United States to compete in endurance races at Daytona and New York's Watkins Glen.

After Jim Patterson became head of BMW North American motorsports in 1978, he arranged for his friend Dale Detrick of DM Engineering in Connecticut to prepare the two Procars. With less than six weeks to get ready for the 1980 Daytona 24 Hours, a normally aspirated six was installed. Kenwood Audio came on as a sponsor, and Hobbs, Marc Surer, and Dieter Quester drove to 16th place despite numerous mechanical problems.

BMW was ready for the 1981 season with the Procars, or so it thought, but it didn't have enough power to challenge the Porsches. As Detrick recalls, "BMW decided that they needed to make a splash in this country, so they sent over this wing car they were developing with March Engineering."

OPPOSITE: Designated the M-1/C, the March-built BMW test vehicle was unlike anything ever seen before on a race track. The wheel skirts and gullwing doors worked well in tests, but proved to be impractical in race set-up. (Dale Detrick collection) **ABOVE:** David Hobbs at the 24 Hours of Daytona in February 1977. (Hal Crocker)

OPPOSITE: David Hobbs debuted the BMW 320i, nicknamed the Flying Brick, at the 24 Hours of Daytona in 1977. In 1979 it was the only non Porsche to win an IMSA GT race. The turbocharged two-liter four-cylinder engine produced 550 horsepower. It was an evolution of this engine that would ultimately power the M-1/C GTP car. (Hal Crocker)
BELOW LEFT: Throughout 1980 the mid-engined BMW M-1 challenged the supremacy of the Porsche 935. When it became apparent that the M-1 was not capable of staying with the 935s, BMW developed an all-new car with March Engineering. (Hal Crocker)
BELOW RIGHT: The nose of the M-1/C, yet to receive the BMW kidney-shaped grille, shows the lobster claw front end that was to be a trademark of March GTP cars during the next half-dozen years. (Dale Detrick collection)



The car that rolled out of the March factory on February 6, 1981, designed by French aerodynamic expert Max Sardou and BMW engineer Raine Bratenstein, was unlike anything seen before. The nose was dominated by two "lobster claw" fenders supported by a splitter that separated air to the front-mounted radiator from airflow to the ground-effects tunnels. Rear wheels were covered to reduce loss of air around the wheels. A BMW-style grille was added above the front wing.

Designated the M-1/C, the car had been designed around 5-foot-6 test drivers. To accommodate the 6-foot Hobbs, a hole was cut in the rear bulkhead, forcing the fuel bladder to be stuffed between the driver and the motor. All the holes for location options made the underbody look like Swiss cheese. "Clearly we were running a mule," says Detrick. "The need to have a presence in GTP racing made it a race car."

After trials by Hobbs and Surer at England's Silverstone, the car was flown to Los Angeles and painted in BMW and Kenwood colors for its debut at the 6 Hours at Riverside International Raceway on April 26, 1981. Hobbs and Surer finished sixth, but not without drama. During his stint, Surer called in to report that the steering wheel had moved. Then Hobbs went out and reported the same thing! In reality, the drivers had been pushed closer to the wheel. Postrace inspection revealed that the check valves, which March had added to prevent fuel spillage, had closed when the fuel expanded, enlarging the tank and shoving the driver into the steering wheel. Adding to their discomfort, both drivers were dehydrated because of poor cockpit ventilation.

After another sixth at California's Laguna Seca in early May, Hobbs put the car in the front row at the next two races at Lime Rock and Mid-Ohio. He crashed in the former and finished fifth in the latter.

The 3.5-liter six lacked power. "We didn't think it was fast enough," says Wiley McCoy of McLaren NA, "so we put in the turbo package from the 320i." But it was not the motor for which the car was designed, and the installation was a makeshift arrangement. Dick

OPPOSITE: Huge ground effect tunnels were unable to overcome the disparity in power between the 3.5-liter straight-six BMW engine and the turbo Porsche. By mid season a turbo four was installed, but the motor/chassis package was underdeveloped and was no more successful. (Dale Detrick collection)
BELOW: The M-1/C in full race colors at Road Atlanta in September 1981, where David Hobbs qualified fourth but withdrew after forty laps. Two months earlier the 3.5-liter six-cylinder engine had been replaced by the turbocharged four-cylinder engine from the 320i which produced 675-700 HP in the GTP car. (Hal Crocker)

Yagami, a friend of Detrick's, developed a cooling system that let the car run with the same intercoolers used on the 320i. With 80 inches of boost, the motor produced between 675 and 700 HP.

The turbo M-1/C was introduced at Sears Point, in California on July 26, 1981, but a failed rear suspension on lap 12 put Hobbs out of the race before the motor's reliability could be tested. The best start was a fourth at Road Atlanta's fall race, and the best finish was fourth at Portland, Ore. "The M-1/C was a cobbled package," says McCoy. "It never had any planning or anything. It was a half-hearted attempt to get BMW's name in GTP."

Detrick, Patterson, and Dave Reeves of March compiled a list of modifications to make the car a winner. The changes were the basis for the March 82G.

At the end of the 1981 season, BMW left IMSA. "There was a strong commitment from both sides that it would probably continue for another two years, but it

didn't," says Detrick. "It turns out that this is a characteristic of BMW." BMW's new priority was Formula One.

The only BMW presence in IMSA for the next two seasons was the Red Lobster team and an occasional foray by a Group C2 team in Lights. There would be another factory effort in 1986.

"It was a delightful change. It was a pure racing car, and it responded to changes and adjustments to the suspension. It had real ground effects and real race car suspension."

MIKE COLUCCI, INTERSCOPE TEAM MANAGER

LOLA T-600: SOME ASSEMBLY MAY BE REQUIRED

The Lola T-600 was a low-cost, easy-to-run prototype race car that was easily adapted to a variety of motors. It was also quick and, best of all as far as John Bishop was concerned, it was not a Porsche 935. Brian Redman was selling race cars for American Lola distributor Carl Haas in 1980, and he spoke with Eric Broadley, founder of Lola Cars in England, about the possibility of building a car for the new IMSA GTP series. Broadley agreed and based his design on aerodynamic studies made by Max Sardou at the SERA fixed-floor Eiffel wind tunnel in France. Using the Imperial College wind tunnel in England, Broadley and project engineer Andrew Thorby tested quarter-scale models to develop a shape. The final design had a full-length aluminum honeycomb and sheet metal monocoque chassis with integral motor pickup points and fiberglass-reinforced polyester body panels. Two massive side-mounted radiators were fed by NACA side ducts. The rear wheels were covered, and channels were built down each side for ground effects. Sixty liters of fuel were held in tanks within the two sponsons. The motor was a Chaparral-prepared six-liter 630 horsepower Chevrolet V-8.

The first car rolled out of Lola's Huntingdon, England, factory in late February 1981 and was sent to Cooke-Woods Racing (CWR) through arrangements made by Redman. Redman had begun the IMSA season in the Bob Garretson Porsche 935, winning Daytona with co-drivers Garretson and Bobby Rahal. All of Redman's T-600 crew were Garretson men except for Lola engineer John Bright. Redman again ran the Porsche in the 6 Hour at Riverside on April 26, 1981, placing third with Rahal co-driving. He saved the Lola for the Laguna Seca 100-mile sprint race a week later. At Laguna he started fifth but caught leader John Paul Jr. on the 45th of 53 laps as they both went into turn seven. Redman used the torque of the stock-block Chevrolet to out-accelerate Paul's Porsche and take the win.

At the end of the Laguna race, the car looked as fresh as it did when the race began. But crew chief John Bright knew differently. "The nut holding a rear wheel had come loose and worked out," says Bright. "If it had fallen off, so would the wheel, and the race would not have been won, and the championship trophy would have had a different name inscribed upon it. But the nut worked back and stayed until the end."

Redman drove the same T-600 to four more wins that season at Lime Rock, Mid-Ohio, Portland, and Road Atlanta to take the GTP drivers' title.

OPPOSITE: Brian Redman in the cockpit of the T-600 at Road America in 1981, a pleased master in his office. (Ellen Griesedreck)

BELOW LEFT: The view most drivers had of the Redman Lola in 1981 as they were being passed, as here at Road America. (Ellen Griesedreck)
BELOW RIGHT: The Lola T-600 made its debut with Brian Redman in 1981 at Laguna Seca, where it won. By season's end Redman and the Lola, shown here at Road Atlanta, were champions, and the GTP cars were everything Bishop could have hoped for. (Hal Crocker)
BOTTOM: The vehicle identification plate for the first Lola T-600. (Ellen Griesedreck)

CWR purchased a second Lola and installed a turbo Porsche motor for the 1981 24 Hours of Le Mans. Redman and co-driver Rahal were against the project, believing it to be underdeveloped. The question was settled when the car overheated and failed to qualify.

"When they decided to try and do it, there wasn't enough time," says Redman. "I was overruled and told a week before the race that the car would definitely run. It was a terrible drama."

"We took it over, hoping to finish on a wing and a prayer," says Bruce Anderson of Garretson's crew. "They [Lola] did everything they could to prevent us from doing it. If we'd had a little bit of help and another month, we would have made it."

CWR eventually gave up on the car and converted it to Chevrolet power.

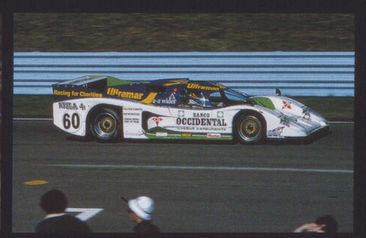
By midseason, John Paul and Jim Adams had T-600s, and Interscope had ordered three more. In all, a dozen examples were built.

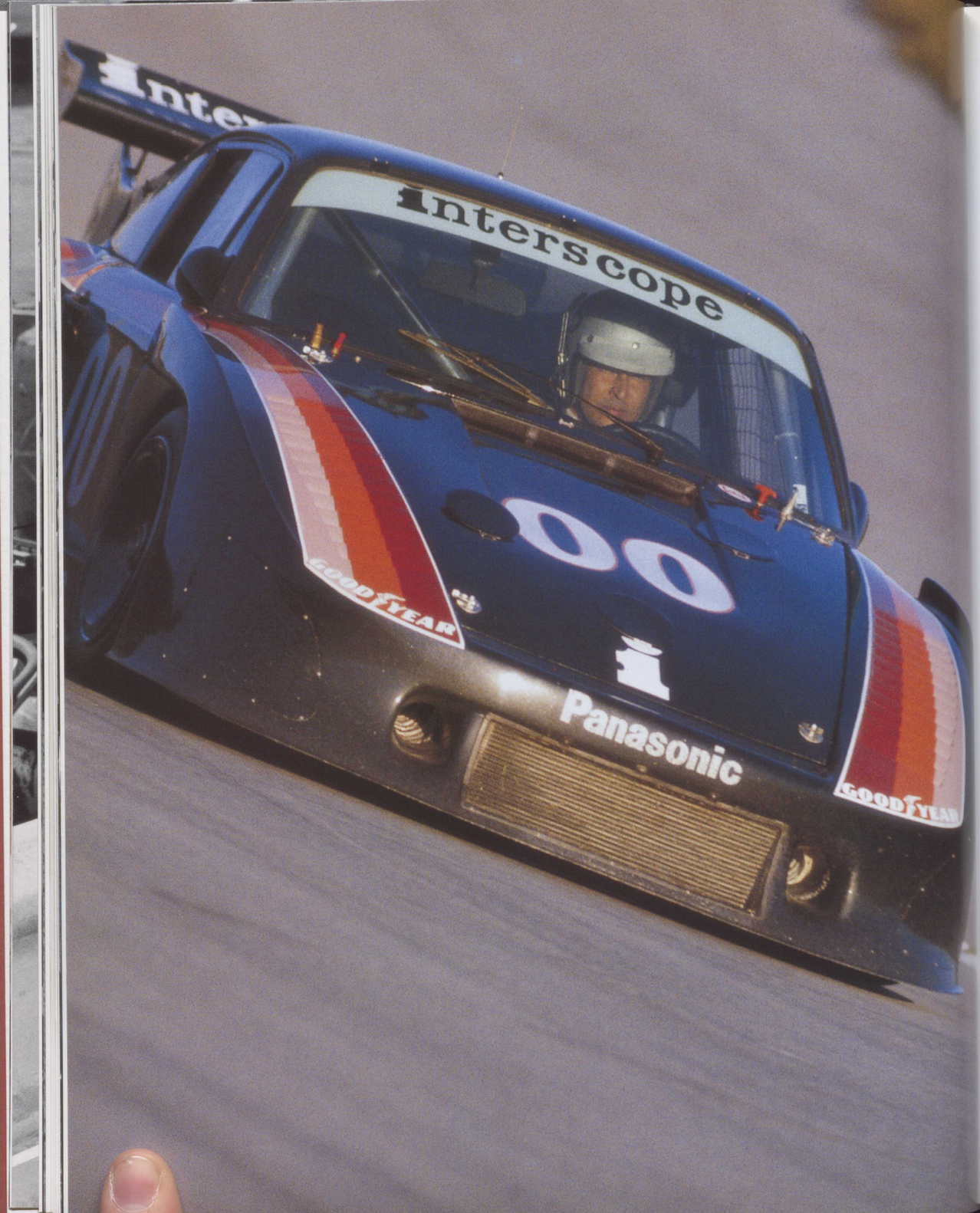
"The Lola wasn't really assembled by the people at Lola to go racing," says former Interscope team manager Mike Colucci. "The easiest way to deliver all the parts to a customer is to assemble the car, give the car to the customer, then let the customer take it all apart and put it back together the way he wanted it."

Lola engineer John Bright credits Colucci with making it a fine race car once it was assembled and everything was tightened down. "It was competitive right away," says Bright. "It was a very good car. The fact that Ted Field and a lot of other people of average ability as race drivers went very, very quickly with it proves it was a good customer car."

Redman did not attempt to defend his title in 1982, but other teams scored five wins in T-600s. There were no more IMSA wins after 1982, but the Lola legacy as a GTP was later continued with the Corvette and Nissan variations.

ABOVE: Lola importer Carl Haas (left) and Brian Redman in March 1980. Redman had won three straight F-5000 championships (1974-1976) for the Haas/Hall team. (Hal Crocker)
FAR LEFT: Chris Cord brought the first customer T-600 over the hill at the Mid-Ohio Lumbersmans 500. Co-driven by Jim Adams, the Lola started eighth but lasted only 59 laps. (Hal Crocker)
LEFT: Emilio de Vilotta and Guy Edwards ran a Lola T-600 in the World Championship of Makes race at Watkins Glen in July 1981. The pair qualified seventh but crashed after 57 laps. (J. A. Martin)





"If there was something Danny was used to, it was horsepower, and Danny taught Ted the difference between the two cars."

MIKE COLUCCI, TEAM MANAGER

INTERSCOPE: THE CLASSIC OWNER/DRIVER RELATIONSHIP

The Interscope team epitomized owner-driver relationships in the early prototype era. Ted Field was a wealthy privateer; Danny Ongais was his hired gun. Field raced for enjoyment; Ongais raced because it was his job. Field paid for everything Ongais did. Ongais taught Field everything Field knew. Field came up with the name Interscope, which means "to look (scope) inwardly."

Field is an heir to the Marshall Field chain of department stores, and he was brought up in a world of affluence. Team manager Mike Colucci says that Field was "personable, but to a degree. He wasn't exactly aloof, but he was just in a different place than the rest of us."

Ongais came from his native Hawaii to California to race dragsters in the '60s and eventually worked his way into oval-track and road racing. Colucci says Ongais was "an enormously talented guy, fearless, with amazing car control. As a test driver, he gave 100 percent all the time. After working with him, you'd get to know what he was talking about. He had no ego problems. He didn't want to inconvenience the mechanics. When he lost his temper, he'd just disappear. He wouldn't yell or scream at you."

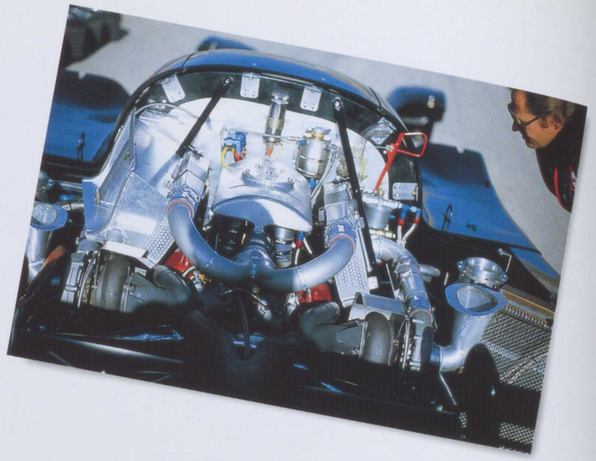
By the early 1980s, Field and Ongais seemed to be in virtually every type of racing. They had a Parnelli Cosworth IndyCar, a Lola T-332 Formula 5000, and a series of Porsches. Interscope Racing was housed in a 24,000-square-foot shop in Santa Ana, Calif. On one side were IndyCars; on the other side were IMSA Porsches. Interscope cars carried numbers 0 and 00 after Ongais described a Porsche 934 he was testing as "a big zero."

Ongais was badly injured at the 1981 Indianapolis 500 in a car of the team's own design, but his remarkable recovery prompted Field to order three Lola T-600s at the end of that year. "It was a new type of car," says Colucci, "but we were fortunate that we were in the same building as the IndyCar guys, and we were able to draw on a lot of their expertise to learn about the car. None of us had any experience with this type of pure race chassis. We had a steep learning curve, but we were able to climb it very quickly."

Field was driving the No. 0 Interscope T-600 when it made its debut at Road Atlanta April 4, 1982, and finished fourth. In the same race, Ongais placed second in the team's No. 00 Porsche 935. Teamed with Bill Whittington, Field won at the April 25 6 Hours at Riverside, the first Interscope win in almost three years. After that, Field and Ongais raced only the T-600s, entering two cars in the sprint races and pairing up in one car for

OPPOSITE: Danny Ongais in the Interscope Porsche 935 at Daytona in 1980. Number 00 was crashed in practice by Preston Henn, but the team car, No. 0, brought the defending race champions of Ted Field and Ongais, plus Milt Mitner, home third. (Hal Crocker) **ABOVE:** In 1982, the primary challenge to John Paul Jr. and Sr., who won the championship that year, came from the Interscope team. Field, shown here at Road Atlanta, won four times, three with co-driver Ongais and once at Riverside with Bill Whittington. (Hal Crocker)

OPPOSITE: The Interscope team of Danny Ongais (left) and millionaire Ted Field epitomized the somewhat precarious relationship between the professional driver and the wealthy privateer owner. This photo is from June 1977 at Mid-Ohio. (J. A. Martin)
RIGHT: Ryan Falconer's potent Chevy V-6 turbo engine was a development of an engine Falconer had built for the Indianapolis 500 in 1980. In 1982, Falconer put the Indy V-6 equipped with a Porsche twin turbo unit in one of the Interscope T-600s, which Interscope entered in the inaugural race at Miami in 1983. (Ryan Falconer)
BELOW: The team in the pit lane at Charlotte in 1982. Ongais qualified the Chevrolet-powered Lola second fastest, but was forced out after 99 laps. (Hal Crocker)
BOTTOM LEFT: Field and Ongais won the last race of the 1982 season at Daytona. Both started the race in their own T-600s, but Ongais's car with its new turbocharged Chevrolet V-6 engine retired after two tire failures. Ongais joined Field to finish the race and share in the victory. (Hal Crocker)
BOTTOM RIGHT: In 1982 Ongais returned to the Indianapolis 500 in a car of Interscope's own design, similar to the one he had crashed in the 1981 race. (Dudley Evans)



the endurance races. Except for the August 1 Portland race, when Ongais was having remedial leg surgery in California, the pair ran every race left on the IMSA Camel GT schedule in 1982, winning the 500 miles at Pocono September 26 and repeating at Daytona November 28 to end the season. Field finished the season second in points behind John Paul Jr., with Ongais fifth.

Daytona was also the debut of the third T-600, this with Chevy turbo V-6 power. Ongais started second but became Field's co-driver when the car was sidelined after suffering two tire failures, both times while Ongais was leading the race. The V-6 was Ryan Falconer's idea. He had been building engines for Interscope for several years, and in 1980 he built a turbo Chevy V-6 for the Indianapolis 500 at the urging of Vince Piggins, head of product promotion at Chevrolet. In 1982, Falconer put the Indy V-6 equipped with a Porsche twin turbo unit in one of the Interscope T-600s, which Interscope entered in the inaugural race at Miami in 1983. While Ongais was fast in the dry, the race was run in unending rain. It was stopped after 14 laps, but Ongais was already out.

"After Miami, we came to a parting of the ways with Chevrolet and Interscope," says Falconer. "No one wanted to spend any money. Everyone was bitching at each other, so basically everything dissolved."

Interscope was out of racing. "At some point these things stop becoming fun and become work," says Colucci, "and I think that was the point Ted was at."

Field had already found other interests, including producing controversial "gangsta" rap records and noncontroversial family films like *Jumanji* and *Mr. Holland's Opus* under the Interscope label.

CHAPTER 7

"The way my father went about motivating people was not a very good way. My dad's a very smart man who looks ahead more than most people, and he expected people to be on the same wavelength. A lot of times they weren't, and he could never grasp that fact."

JOHN PAUL JR.

JOHN PAUL AND SON: LIFE IN THE FAST LANE

In 1956, the teenage Hans-Johan Paul emigrated with his father to the United States. By 1960, he was married and had a son he named John. Later Hans-Johan legally Americanized his name to John Lee Paul, making him John Paul Sr. and his son John Paul Jr. ¶A professional money manager, Paul Sr. began racing in 1964 with a Corvette, which led to a Cobra, which led to SCCA titles. In 1978, he moved his race team to Atlanta. With a liberally modified Porsche 935 that he called the JLP-3, Paul won the 1978 and 1979 IMSA Endurance championships. He also won the 1978 SCCA Trans-Am Category II championship in the 935.

Paul Jr. began racing Formula Fords in 1979, making the runoffs his first year. His first IMSA start was at Lime Rock in 1980 as co-driver in his father's 935; they won the second heat. Together they won the fall Road Atlanta race.

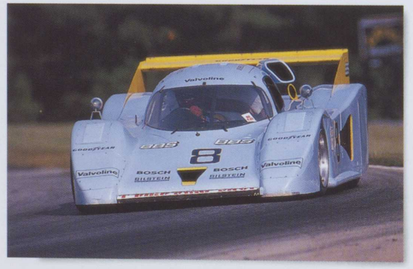
Father and son continued as a team with the 935 in 1981. They failed to finish the Daytona 24 Hours and the Sebring 12 Hours but took second at the April 26 Riverside 6 Hours following Junior's eighth at Road Atlanta April 12. Junior was second at Laguna Seca May 3 behind Brian Redman's Lola T-600, which was making its IMSA debut. This prompted Paul Sr. to place an order for the first customer T-600, which Junior drove in the Lumbermens 500 at Mid-Ohio on August 30. Starting fourth, he pulled out of the race on lap 12 because of problems with the five-liter Chevy engine. His father never got a chance to relieve him. Junior drove the Lola and Senior the 935 September 13 at Road Atlanta, where Senior made only eight laps because of unreported problems. Junior retired on lap 50 after he was forced to brake hard to avoid a car he was overtaking, then was tapped from behind by another lapped car. He spun off course and out of the race when he was unable to restart the magneto-equipped Chevy.

Sharing the 935, the Pauls won the rain-shortened Kenwood Stereo 500 at Pocono September 27, 1981. Sticking with the 935, Paul Jr. narrowly won the Camel GT 250 season finale at Daytona, nipping Brian Redman. In the last 300 yards, Redman lifted for a split second going through smoke from another car's blown engine, while Paul did not. "The difference between a 21-year-old and a 45-year-old," observed Redman, who had already been crowned IMSA GT champion at Road Atlanta.

To start the 1982 season, the Pauls won the 24 Hours of Daytona (with Rolf Stommelen as the third driver) and the 12 Hours of Sebring. Junior's win at Road Atlanta April 4 gave him five straight solo wins over two

OPPOSITE: Junior debuted the JLP-4 at Portland in 1982. The Lee Dykstra–designed, Dave Klym–built racer had the general shape of the 935 and a Porsche motor, but nothing else except the roof was a Porsche part. Junior took the Portland, Mosport, and fall Road Atlanta race (shown here) to wrap up the driver's championship. (Hal Crocker) **ABOVE:** After winning the Daytona 24 Hour race the Pauls repeated at the 12 Hours of Sebring. Their engine had lost a cylinder with two hours remaining in the race, but they managed to hold off the March Chevrolet of Bobby Rahal, Jim Trueman, and Mauricio DeNarvaez. The March had run for nine hours with only first and third gears. (Hal Crocker)

OPPOSITE: Beginning at Road Atlanta in 1982, the Miller Brewing Company's red-and-white livery replaced the Pauls' familiar baby blue. Miller's Bobby Hogg had been attracted by the Pauls' strong performances at the end of 1981 and the beginning of 1982. (Hal Crocker)
BELOW LEFT: John Paul Jr. raced the No. 8 Lola in four events in mid-1981, including the fall Road Atlanta race. Although he started second he dropped out on lap 51. (Hal Crocker)
BELOW RIGHT: The John Pauls ended the 1981 season and began the 1982 season with five straight wins in the Porsche 935. They are shown here leading Brian Redman's Lola T-600 at Pocono Raceway in 1981. (J. A. Martin)



ABOVE: The Pauls were the first team to order a customer Lola T-600. It made its debut with John Paul Jr. at the Lumbermens 500 on August 30, 1981. Engine problems brought the car in at lap 12. (Hal Crocker)

seasons. This is where the Pauls caught the attention of Miller Beer distributor Bobby Hogg, who sponsored them for the race and the remainder of the season.

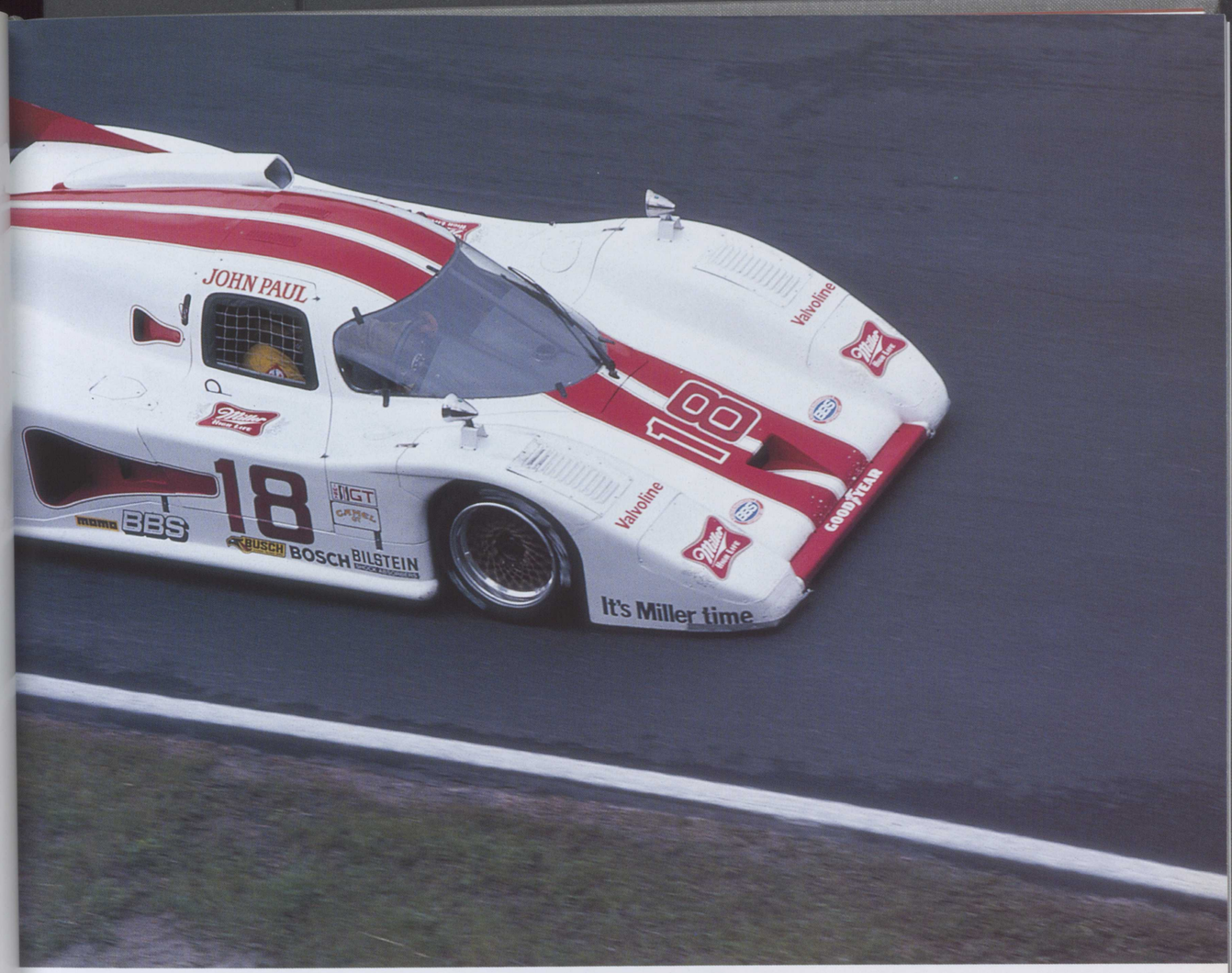
With more liberal rules for the 935, the Pauls contracted designer Lee Dykstra for a new car, the JLP-4, which Dave Klym built. While superficially a 935, this was a full ground-effects car. "That car was blindingly fast right out of the box," says Klym. "There was nothing on the car that was Porsche except the roof."

The JLP-4 won in its debut at Brainerd July 11, 1982, followed by a did not finish (DNF) at Sears Point July 25, and another win at Portland August 1. Father and son shared the car to win the six-hour race at Mosport August 14 and had a DNF at Mid-Ohio September 5, but they came back for another win at Road Atlanta September 12. Their second place at Pocono September 26 behind the Field/Ongais Lola T-600 was the last time they shared a car. At the three-hour Daytona finale November 28, Junior was paired with Hurley Haywood in the JLP-4 while Senior shared the JLP-3 with Mauricio DeNarvaez. Neither car finished, but it made slight difference to the Pauls. Junior was already the 1982 Camel GT champion, and Senior was the Camel Endurance champion.

After that, JLP Racing virtually disappeared as a team. Junior's recognition as a major racing talent had begun to grow in 1982, when he was invited to race the Zakspeed Mustang at the Norisring in Germany and came in a close second behind Bob Wollek's Kremer-Porsche. At the July 17, 1983, Michigan 500 CART race, wearing a plastic brace on his left leg, which had been broken while practicing for the Indianapolis 500, Junior passed both Al Unser Sr. and Rick Mears in the closing laps to score his first IndyCar win. In 1984, paired with Jean Rondeau in Preston Henn's Porsche 956, he finished second at Le Mans in France.

As Junior's career was flourishing the bottom was falling out for the Pauls. Their racing had been supported by smuggling marijuana, and the beginning of the end came in April 1983, when Paul Sr. shot and wounded a man he suspected would testify to federal prosecutors about his smuggling activities. Immediately after that, Paul fled the country but returned at the end of June and gave himself up. He was released on bail and arraigned for trial in December. When it appeared that the three-year sentence he was facing would be increased to 20 years, Paul again fled. Thirteen months later he was caught in Switzerland living under an assumed name and was eventually extradited. He subsequently pleaded guilty to attempted murder in June 1986 and in 1987 was tried and convicted for smuggling, tax evasion, and passport fraud. Paul Sr. was released on parole in 1999.

Meanwhile, in early 1985, Paul Jr. had pleaded guilty to federal racketeering charges and was sent to federal



prison from June 1986 to October 1988. In summing up those years Paul Jr. says, "I made some mistakes, and I paid the price. I didn't know if I would ever drive again."

ESPN's Chuck Dressing characterizes Junior's dilemma: "How do you tell a ferociously strong personality like that when you don't have the emotional stamina to stand up and say, 'Dad, what you're doing is not only wrong, it's illegal.' How many sons could do that?"

After Junior's time in prison, the racing community's response to his return was gratifying. IMSA chairman John Bishop saw to it that Junior was given an IMSA competition license, and he returned to regular driving with Jim Busby's Nissan team for 1990. For the final three years of the prototype era, he and Derek Bell took turns as co-drivers with Gianpiero Moretti's 962, and after that he had occasional rides in Moretti's Nissan NPT-91 and in Kevin Jeannette's Gunnar 966.

"John has the ability to drive a car that he may not be as comfortable in," says Jeannette. "He'll get in the car and drive as hard as he can. Whether the car can be better or not, you do not know because he drives a bad car as good as anybody else. John doesn't bitch much. He's the timid type, but when he's in the cockpit, he's all race car driver. If he had to run 10 miles, then swim five miles, and bike 30 miles to get to take a car for five laps, he'd do it."

Married with a son and daughter, Paul is still driving and winning in sports cars, Trans Am and Indy cars. He won the Indy Racing League's Lone Star 500 at Texas Motor Speedway September 20, 1998.

"That body craftsmanship was superb. It's a shame the 85G was such a disaster design-wise because technically it was a real piece of work."

JOHN MILLS, TEAM MANAGER, KALAGIAN-ARDISANA RACING

MARCH: LITTLE GUYS WITH BIG IDEAS

March was an acronym formed from the names of founding partners Max Mosley, Alan Rees, Graham Coaker, and Robin Herd. The company built its first race car, for Formula Three, in 1969. This was followed in short order by cars for Formula One, Can-Am, and Indianapolis. ¶At the end of the '70s, the founders separated, leaving Herd as sole head of the company. BMW had worked closely with Herd beginning in 1973, resulting in 59 wins and four Formula Two championships.

"March was always a very small company," says Erik Wensberg, former head of BMW motorsport in North America. "You could drive right by it, and you wouldn't realize you'd driven by a factory that was producing half the grid at the Indy 500. It was really amazing what they accomplished, but their financial footing was never that sound."

March helped BMW develop its M-1/C for IMSA in 1981. When BMW pulled out at the end of the season, March continued developing the chassis, and in September began taking orders for the new 82G. March's IMSA cars were designated by the year plus a G for GTP, while the European cars had a C suffix for Group C. Wiley McCoy of McLaren says the BMW program helped March quite a bit, because "March was good at assimilating the information from all these programs they had all over the place."

Refining the themes established with the M-1/C, the 82G retained the front-mounted radiator. Oil was cooled by a heat exchanger in the water-cooling system. A roof opening, called the "taxi sign" by March engineers, supplied air to the motor. The chassis was aluminum honeycomb monocoque with an integral tubular steel roll cage. The five-piece body was made from a combination of Kevlar and GRP carbon fiber sections.

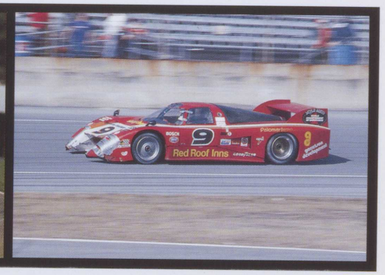
The first 82G was delivered to owner-driver Bob Garretson. Powered by a 5.7-liter Chevrolet engine, Bobby Rahal put it on the pole at the 1982 Daytona 24 Hours but failed to finish. As had the March Indy 81C and Can-Am 817, the 82G qualified on the pole for its first race, a unique hat trick for March. Rahal put it on the pole again at Sebring, this time finishing second. David Cowart and Kenper Miller started ninth in the only other March in the field, an 82G with a 3.5-liter BMW six, but failed to finish.

Al Holbert purchased chassis 83G-2, which his CRC team fitted with a Ryan Falconer–built Chevrolet CanAm engine. He was declared the winner of the first race the team entered, the inaugural Miami Grand Prix in 1983, after it was stopped because of rain. The 83G-2 was subsequently sold to Pepe Romero. With a second Chevrolet-powered chassis (83G-3), Holbert won the May race at Laguna Seca.

Paired with Jim Trueman at Charlotte two weeks later,

OPPOSITE: The March 82G continued the design themes begun with the BMW M-1/C. Bob Garretson took delivery of the first car, and Bobby Rahal won the pole at Daytona and Sebring. At Sebring (shown), the gearbox lost every ratio but first and third just three hours into the race. Jim Trueman, Mauricio DeNarvaez, and Rahal overcame that handicap and finished a close second to the Pauls' Porsche 935. (Hal Crocker) ABOVE: The Chevrolet-powered March 83G No. 88 car of Randy Lanier and Dale Whittington leads the No. 25 Porsche-powered Red Lobster 83G at Charlotte in May of 1983. No. 88 withdrew at 106 laps while No. 25 finished second. (Hal Crocker)

RIGHT: Ken Madren and M. L. Speer in the first turbo Buick-powered March 83G temporarily leads a Jaguar XJR-5 at Road Atlanta in 1984. No. 3 lasted 103 laps to be classified 23rd. (Hal Crocker)
FAR RIGHT: In its first race Bobby Rahal qualified the new March 82G on the pole at the 1982 Daytona 24 Hours and set a track record. A long series of mechanical problems beset the car during the race, and it did not make the finish. (Hal Crocker)
BELOW: March's first experience with big-bore American sports cars was the CanAm series. Teo Fabi, No. 6., leads Newman Racing teammate Bobby Rahal, No. 5., at Riverside in 1981. Both cars dropped out with mechanical problems, and Al Holbert won his third race of the year. The March 817s shared many mechanical components with the IndyCars. The GTP cars, in turn, would share components with both series contenders. (J. A. Martin)



Holbert won again for March, but it was in chassis 83G-4 with a turbo Porsche motor installed by Andial, a California Porsche specialist. The No. 25 Red Lobster Porsche-March that finished second had been similarly converted by Dave Klym, while Roman Slobodynskyj had done the same for the Momo Kreepy Krauly car. Slobodynskyj's design sealed the car's underside and directed the air out the back, which reduced the turbulence of the air behind the car. This design solution had also been used in the Porsche 956/962 and in Klym's Fabcar. Holbert went on to take the 1983 drivers' title, and March won the manufacturers' crown.

While Lolas and Marches powered by Porsche kept the German name in the limelight, Weissach provided only minimal assistance. "They didn't want to see the March be successful at all," says Momo's Alistair McNeill. "It was the Germans against the English. That was a marriage they did not want because they knew coming down the road was this 962."

March, on the other hand, made sure its customers did well by supporting them with service from the Jackie Howerton shop in Indianapolis. Though sophisticated in concept, the aluminum honeycomb chassis was designed for easy maintenance. The front suspension was conventional, with wishbones and outboard springs. The rear inboard spring–damper units were located alongside the gearbox.

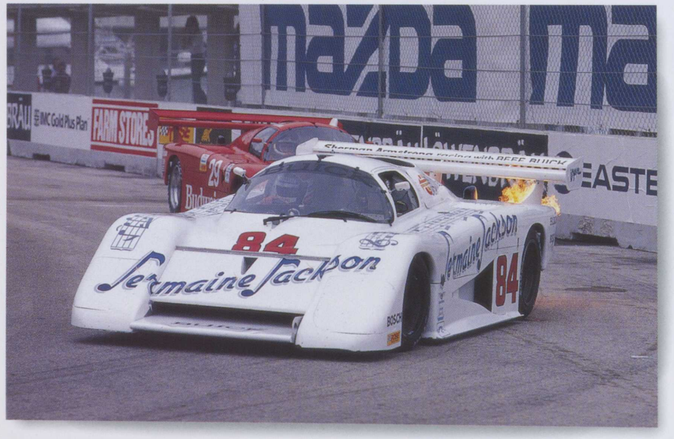
As the 1983 season ended at Daytona, another motor variation was unveiled for the March chassis. A McLaren-prepared turbo Buick entered by M. L. Speer and Ken Madren started ninth and finished sixth.

As is detailed in Chapter 12, the most successful March customer was Blue Thunder Racing. Using Chevrolet power in an updated 83G and an 84G, Randy Lanier was the 1984 series champion. March was again the manufacturers' champion, having won the title the previous year with Al Holbert. As is described in Chapter 25, it was with a March 84G that Conte Racing began its Buick association. The car handled well but had reliability problems. "The March chassis just couldn't take the power," says Phil Conte. "When you saw a stub axle pulled right out of the transmission, you just wouldn't believe it. We put steel plates inside the casing and twice-diameter bolts."

The 1985 season belonged to the 962s, partly because Porsche's development improved its competitiveness, but also because the March 85G was ill-handling. March changed the package with the 86G. While some of the strengthening problems were addressed, overall it took a giant leap backward. "There were a lot of changes to the March package between '85 and '86," says Conte crew chief Jim Bailie. "I don't know why, because any engine package slipped into the car. But for some reason, they redesigned the entire car—suspension, chassis aerodynamics, everything—and it wasn't even close. The '85 car [the 84G] was better, more durable. It [the 85G] was potentially a little faster, but it was not a friendly car. It was very difficult to drive. All the guys complained about the same thing."

"The 85G March had a lot of strange things on it," says John Mills, John Kalagian's team manager. "I went through the numbers and figured out that the roll center was too high, and I told the designer about it. He explained to me that if you put the roll center height at the cg [center of

OPPOSITE: Conte Racing's turbo Buick-powered 85G leads Al Holbert's Porsche 962 through the Corkscrew at Laguna Seca. Though the 85G looked smoother than its predecessor, it was found to be unstable and was disliked by the drivers. (Hal Crocker)
BELOW: Jan Lammers and Roberto Guerrero drove this Jermaine Jackson-sponsored March 84G Buick to ninth place in the 1985 Miami Grand Prix. They are shown here leading the second-place finishing Chevrolet-powered March 85G of David Hobbs and Darin Brassfield. (Hal Crocker)



gravity] height, the car won't roll. It's a wonderful theory, but it doesn't work. He forgot about the jacking force."

Conte mechanic Dan Binks concurs: "The body on the 85G was bad. It had no downforce—zero. The 84 had better balance but less total downforce. The 85G was all on the rear tires. They took it to the GM wind tunnel, and the front tires were barely touching the ground. We worked on the body behind the front tires. We added bigger louvers and a kicker on the radiator in front. By the end it was getting decent."

John Kalagian had his paralyzing Riverside, Calif., wreck in 1986 in a Buick-powered 85G, but it also saved his life. "The car went through a couple of really solid hits—one on the back, one on the roof—and it stood up real well. The tub held up real good," says Bailie.

By 1985, the era of the customer car was over. Beginning with the 86G, March developed cars for special teams, as did Lola. Gordon Coppuck designed the 86G, no longer based on the original M-1/C, with aerodynamicist Tino Belli, who was responsible for the overall shape. Gone was the front-mounted radiator and lobster-claw nose. The 86G had twin midmounted radiators, and the aluminum honeycomb monocoque chassis was supported by magnesium bulkheads.

Six 86Gs went to BMW and one to Conte. Those for BMW went as tubs for BMW-designed body panels, while the Conte Buick was a March product. Conte's car was later sold to Moretti.

"It was the end of March's involvement in sports cars. They put a lot of money into the new F-1 team that became Leyton House," says Paul Bentley, a former March employee. "They put a lot of their talented people into that enterprise, and the rest of the company seemed to suffer."

In 1987, March went public with the sale of stock. The "new March" worked with research and development for several road cars. But it was too little too late, and the company was dissolved.

A company called March Engineering Ltd. is still in existence, but the connection to the company that built the great cars of the 1980s is slight.

CHAPTER 9

"We saw this as a piece of the marketing mix, but initially more as employee involvement. The employees began to identify with their team, the Red Lobster team."

DICK MONROE, RED LOBSTER INNS OF AMERICA

RED LOBSTER: INNOVATIONS IN MARKETING

At the heart of the Red Lobster team were two stockbrokers from opposite ends of the East Coast. Dave Cowart was a Georgia transplant living in Tampa, Fla., and Kenper Miller was from Rochester, N.Y. Both were in IMSA's Camel GT series from the very beginning. Cowart was GTO champion in 1978, and Miller was third. After falling back in 1979 (Cowart was fourth and Miller seventh),the two decided to combine their efforts for 1980 and bought a new BMW M-1 Procar maintained by Jack Deren. Classified as a full GT in 1980, the car was outclassed, but when it was reclassified as a GTO in 1981, Cowart and Miller won 12 of the 16 GTO races, giving Cowart the drivers' championship and the division's Most Improved Driver award. Miller was second in points, and Deren was chosen GTO Mechanic of the Year.

To support the program, they sought a full-time sponsor. "I think I sent a copy of our brochure to everybody," says Cowart. "Luckily, one of them wound up on the desk of the public relations guy at Red Lobster." (The PR guy was Dick Monroe, director of marketing services and an SCCA H Production racer.) "He said, 'This is something that we can get some miles out of.' And lucky for me they are headquartered in Orlando. Dick's the one who expanded on the program and made the whole thing work as a corporate deal."

Up to that time, racing sponsorship traditionally had come from the automotive aftermarket industry, breweries, tobacco companies, and so forth, not family restaurants. Red Lobster changed all that.

"IMSA represented a population that was probably not high in Red Lobster customers," says Monroe. "The value of that demographic set, the upscale young professionals, later called 'yuppies,' was [the fact that] they valued BMW. We became the darling of the BMW set."

Red Lobster used its racing involvement as the center for promotions on a scale never before seen in racing. John Bishop said that Red Lobster was years ahead of its time. Racing promotions that are standard today began with Red Lobster.

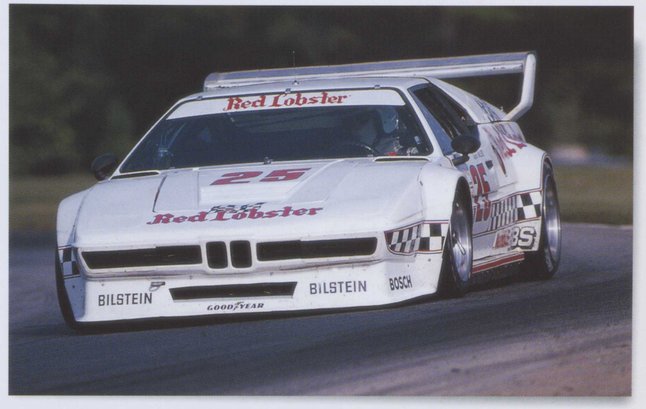
Cowart would give motivational seminars for new Red Lobster managers, although he admits Monroe was his ghost writer. His topic was the similarity between preparing for a race and opening a new restaurant.

At the end of the 1981 season, the GTO-winning Cowart-Miller team was invited to BMW headquarters in Germany as honored guests. They had earned the first BMW championship of the modern era.

OPPOSITE: Dave Cowart (Hal Crocker) ABOVE: Kenper Miller (Hal Crocker)

OPPOSITE: After a spectacular year in GTO, the Red Lobster team entered GTP racing in 1982. They ordered a March 82G and had the factory configure it around the familiar BMW 3.5-liter in-line six-cylinder engine. (Dave Cowart collection)

BELOW RIGHT: : Dave Cowart and Kenper Miller bought this BMW M-1 Procar in 1980. They struggled when the car was classified as a full GT, but when it was reclassified as a GTO in 1981 they won 12 of 16 races. Cowart easily won the championship. (Hal Crocker)

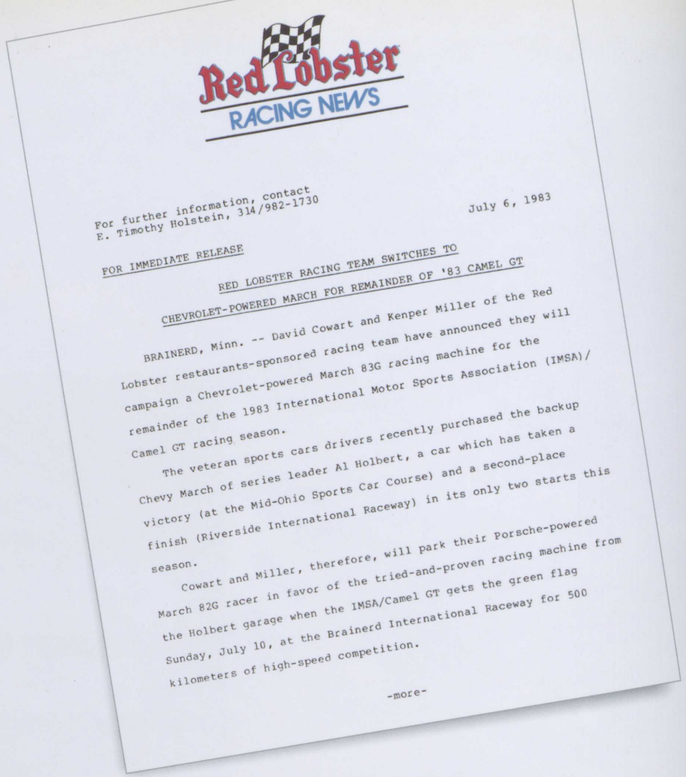


With a record that could not be improved upon and weight impositions that made the M-1 noncompetitive for 1982, the place to go was GTP. They chose the March 82G chassis with the BMW 3.5-liter straight six. "We felt good about the M-1 engine, so we had March build their 82G around it," says Cowart. "And we got a loan from BMW Germany of two M-1 engines. We campaigned that car in the GTP category in 1982, but it became clear that it could not keep up with the Chevy-powered Lolas. We didn't get any support from the factory and very little from BMW of North America, which surprised us, as we were the only serious BMW car out there."

That's when Cowart and Miller commissioned Dave Klym to install a turbo Porsche in the March. "Nobody had tried to put a turbocharged Porsche in a prototype body before. We had a lot of problems of where to mount the turbo and how to mount the plumbing," says Cowart. "At every race, there were several factory Porsche engineers standing around, looking in our engine compartment, taking notes, and we'd say 'What do you think about the way we're routing?' and they would say, 'Gee, I don't know.' Little did we know that they were finding out how *not* to do it. Then later on [in the season], Al Holbert shows up in a turbo Porsche-March that's done differently than we did it. [Porsche chairman] Peter Schutz gave us credit for helping develop the 956.

"We had a side-mounted turbo because we felt the turbo should be close to the induction port, but the heat generated from that was just immense. We had all kinds of problems with melting bodywork."

Their car, the first Porsche-powered March, made its debut at the 1983 Daytona 24 Hours, but it was a DNF after 14 laps. It went only 23 laps at Miami, and 46 laps at Sebring. It placed fifth at Road Atlanta and went 11 laps at Riverside and 41 laps at Laguna Seca. At Charlotte, they placed second to Holbert, who was introducing his own Porsche-powered March. It was Red Lobster's best finish of the year. After DNFs at Lime Rock, Mid-Ohio, and the Daytona 250, the team parked the car and bought Holbert's spare Chevy-March, which they first raced at Brainerd, where it finished second. This was followed by a fourth at Sears Point, a DNF at Portland, a second at Mosport, DNFs at Road America and Pocono, and a fourth at the Daytona finale. Cowart and



Red Lobster
RACING NEWS

For further information, contact
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July 6, 1983

FOR IMMEDIATE RELEASE

RED LOBSTER RACING TEAM SWITCHES TO
CHEVROLET-POWERED MARCH FOR REMAINDER OF '83 CAMEL GT

BRAINERD, Minn. -- David Cowart and Kenper Miller of the Red Lobster restaurants-sponsored racing team have announced they will campaign a Chevrolet-powered March 83G racing machine for the remainder of the 1983 International Motor Sports Association (IMSA)/ Camel GT racing season.

The veteran sports cars drivers recently purchased the backup Chevy March of series leader Al Holbert, a car which has taken a victory (at the Mid-Ohio Sports Car Course) and a second-place finish (Riverside International Raceway) in its only two starts this season.

Cowart and Miller, therefore, will park their Porsche-powered March 82G racer in favor of the tried-and-proven racing machine from the Holbert garage when the IMSA/Camel GT gets the green flag Sunday, July 10, at the Brainerd International Raceway for 500 kilometers of high-speed competition.

-more-

OPPOSITE: In 1983, after the failed experiment with Porsche power the team bought Al Holbert's Chevy-powered March and finished the year. The power was too much for the gearbox, which resulted in withdrawals because of transmission failures. The new cartoon lobster paint scheme worked perfectly with the March's distinctive front end and overall body shape. (Hal Crocker)
BELOW LEFT: The team qualified itsnew BMW-powered 82G ninth at the season-opening Daytona race in 1982, but didn't finish and were classified in 60th place. (Hal Crocker)
BELOW MIDDLE: The 1983 season had begun with a turbocharged Porsche engine replacing the out-performed BMW six. Significantly, this marked the first time a turbo Porsche was installed in a prototype body. With the exception of a second place at Charlotte, the car never finished a race and was parked after the Daytona 250. It is shown here at Sebring. (Hal Crocker)
BELOW RIGHT: Competition increased in 1984 with the introduction of factory teams. Although the team placed second at Laguna Seca and Michigan, support from Red Lobster was reduced and at the end of the season the team withdrew. (Hal Crocker)

Miller were tied for seventh in drivers' points for 1983.

The most noticeable change for 1983 was not the car but the car's appearance. The graphics were changed to the distinctive red lobster cartoon, and the car became the center of attention for photographers and announcers alike. "We tried for years to get them [management] to buy off on the lobster paint job," says Monroe, "but they felt it was too much fun.

"'We have to be serious,' they said. People would look at it, and they'd smile. Of course, the writers had a ball with it, like if we crashed into a wall, they'd write 'crushed lobster.' It was corny, but we were there.

"In 1984, the factory teams began to come in, and the price of poker went up," says Monroe. "GTP got very pricey if you wanted to play the game, if you wanted to win."

And conditions were changing within Red Lobster. "The regime changed," says Monroe. "We started getting some number challenges, and the momentum started coming down on support."

The Red Lobster team ran all 17 GTP races in 1984, placing in the top 10 seven times, including seconds at Laguna Seca and Michigan. At the end of the season, Miller was ninth in drivers' points and Cowart was 26th. After that, Red Lobster and the Cowart-Miller team withdrew from racing. "The ad campaign just got stale after a while. We kept getting beat. There were a lot of mechanical failures, and I think morale sagged a little bit," recalls Cowart.

The program was a success, even though the team did not win a single race in three seasons of GTP racing. "Even NASCAR people tell us now that we were years ahead of everyone else," says Monroe. "We were strong in hospitality suites and incentives for employees, and now that's par for the course."

CHAPTER 10

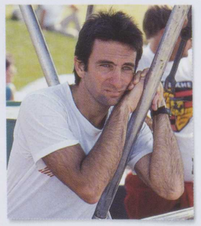
"When he was good, he was real, real good, but he was always underfunded, the 'underdog.' He made the GTP team operate on thin air somehow. Yet he was always a little bit short of doing it right."

JOHN MILLS, FRIEND AND PARTNER

JOHN KALAGIAN: THE GRIM REALITY OF RACING

John Kalagian looked like the archetypal private entrant. He never received big financial support, he showed up to fill the field, and he raced for the love of racing. But Kalagian and his team were not typical. They were tragic figures on a big scale for such a small effort. ¶After growing up an "Army brat," Kalagian attended college in Hawaii and earned a degree in recreational management. "I thought I'd give racing a try," says Kalagian, "knowing that if that didn't work, I could go back to Hawaii and work in a resort. I pretty much went into racing knowing nothing. I never had any money, and things just kind of fell into place."

To find out what he could do, Kalagian went to Europe to race formula cars with $400 to his name and no plan. At a race he met Beth Ardisana, one of the first female engineers at Ford. A lifelong friendship began, one that included her becoming his business partner.



When Kalagian returned from Europe, he headed to Detroit, where he met industrial designer John Mills. Mills and Ardisana provided Kalagian with support, and often the team consisted solely of the three, with Mills as co-driver.

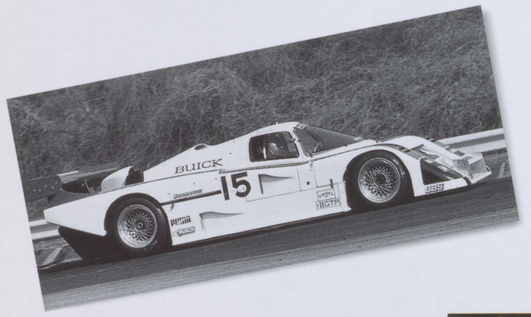
The prototype era began for John Kalagian through sheer happenstance. "I had planned on doing IndyCars," he says. "I was sitting down with George Bignotti and was going to buy a car from him when John Paul Jr. called. This is about the time his father got in trouble with the law, and he said, 'I'll make you a deal on this Lola T-600. Come and get it like right now, because otherwise they're going to take everything away'. He'd rather sell it to me cheap than see it get confiscated. The next day we drove down to Atlanta and picked up the car."

At Mid-Ohio in June 1983, Kalagian and Mills started fourth but failed to finish. In six more races that year, Kalagian finished third at Brainerd (with Mills), third at Sears Point (with Rex Ramsey), tenth at Road America (with Mills), and third at Daytona (with John Lloyd), ending the season 11th in GTP drivers' points.

The 1984 opener at Daytona was embarrassing for Kalagian and Mills. "I was getting ready to do my stint," says Mills, "and Kalagian was coming down to the start/finish line when the engine seized and sheared an outboard stub shaft. He spun down into the infield, and the windshield went sliding across the track into the Group 44 pit. It was a windshield I had made out of acrylic which we had run quite a while. It was light, it was stronger than glass, and the optics were better, but technically it was illegal.

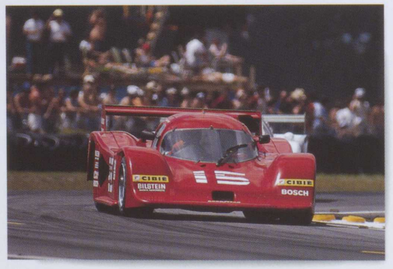
"But T-600 windshields got to be in short supply, and IMSA was looking for more cars, so it got to be a choice

OPPOSITE: This sequence shows the horrific crash at Riverside in 1986 that paralyzed John Kalagian. The violence of the impact broke his neck. (John Kalagian collection) ABOVE: John Kalagian in June 1985 at Mid-Ohio. (Hal Crocker)



ABOVE: Kalagian had expected to team with Al Holbert in 1986 and sold his Chevrolet March in anticipation. When Lowenbrau backed out of that deal, Kalagian bought this Buick-powered March. He first raced it at Miami and finished 11th, then was a DNF at Road Atlanta, shown here. (Hal Crocker)

BELOW LEFT: In 1984, DNFs plagued the team through June, and after the Lumbermens race at Mid-Ohio Kalagian switched to a March Chevrolet. That car made its debut at Portland, where it finished seventh. (Hal Crocker)
BELOW RIGHT: A year after his accident Kalagian bought this Buick-powered Alba and had four different drivers race it in four events. Each ended in a DNF. Steve Alexander is shown here at Columbus. (Hal Crocker)
OPPOSITE: John Kalagian raced the ex-John Paul Lola T-600 in the second half of 1983 and through the June race at Mid-Ohio in 1984. He had as co-drivers John Mills, Rex Ramsay, and John Lloyd. (Hal Crocker)



of we run a plastic window or we don't run. So they said that if the windshields were as good as mine, they wouldn't mind them. So they asked me to write a rule for the plastic windscreen." After that, Mills's Ideation company began supplying acrylic windshields to other IMSA teams.

Following Daytona, the 1984 season was an early series of DNFs. The June Mid-Ohio race was the last for the Lola. Kalagian and Mills skipped Watkins Glen in early July to prepare a Chevrolet-March for Portland later that month, where Kalagian and John Lloyd finished seventh. Following a DNF at Pocono, they started the fall race at Watkins Glen on the 27th of 28 rows and finished second, the best result they'd had and would have for 1984. Kalagian finished the year 18th in GTP drivers' points.

Kalagian started the 1985 season with a DNF at Daytona, followed by a fifth at Miami with Lloyd, a solo sixth at Laguna Seca in May, an eighth at Mid-Ohio in June, and a seventh at Watkins Glen in July with Tommy Grunnah. In early August at Sears Point, Kalagian's friend from his club racing days, Jim Cook, was trying to qualify the team's Porsche-powered March 85G when he had a sudden heart attack. He switched the car off, pulled to the side, and died. John O'Steen took Cooke's place as Kalagian's co-driver, and they finished 12th. A fifth at Road America in late August with Steve Shelton and a seventh at the Daytona finale in December with Jim Mullen put Kalagian 19th in GTP drivers' points for the season.

At the end of the season, Mills left to produce body panels for the new BMW, and Jim Bailie came in from Conte because he liked the idea of working for a smaller team.

The 1986 season looked promising until Lowenbrau backed out of a deal in which Kalagian was going to run as backup to Al Holbert. The deal looked so certain that he had sold his Porsche-March, leaving Kalagian-Ardisana Racing without a car. But Roger Bailey arranged for Kalagian to buy the seldom-used Buick-March Ralph Sanchez had bought for Emerson Fittipaldi. The car had never run after Fittipaldi's 1985 debut at Miami. For Bailie it was almost like coming back to the Buick-powered March he had left at Conte Racing. Other deals that didn't happen included a drive in a Trans Am Protofab Camaro, a Buick IndyCar, and an IMSA effort for Brun Racing, which was a Swiss team with Porsche experience at Le Mans.

Kalagian-Ardisana Racing began the 1986 season in March at Miami, where Kalagian and Rick Knoop finished 11th. Skipping Sebring, Kalagian went only 30 laps at Road Atlanta in early April. Kalagian enlisted Jim Mullen to be his co-driver for the Riverside 6 Hours later that month, and 15 minutes before the end of Friday practice, Mullen called in to say he heard a noise in the car but felt nothing. Kalagian took it out but crashed on his cooldown lap.

"He clipped a corner at the wrong time, at the wrong place," says Bailie. "It was a real freak accident. He put a wheel off at turn two, which slung him out on the dirt on the outside, a real fast section of track. That pointed him back across the uphill side of the esses at great speed. He was in the gravel, so he had no control at all. He went across the road and up the hill, which simply launched the car. It came back over and landed on all fours on the race track and absolutely blew apart like a cheap watch. The car went every which direction because it was effectively dropped from 30 feet up. It literally exploded. When the car hit flat like that, it jerked his head forward and broke his neck. He didn't have a mark on him except for a little burn on his neck. He got it from a little fire."

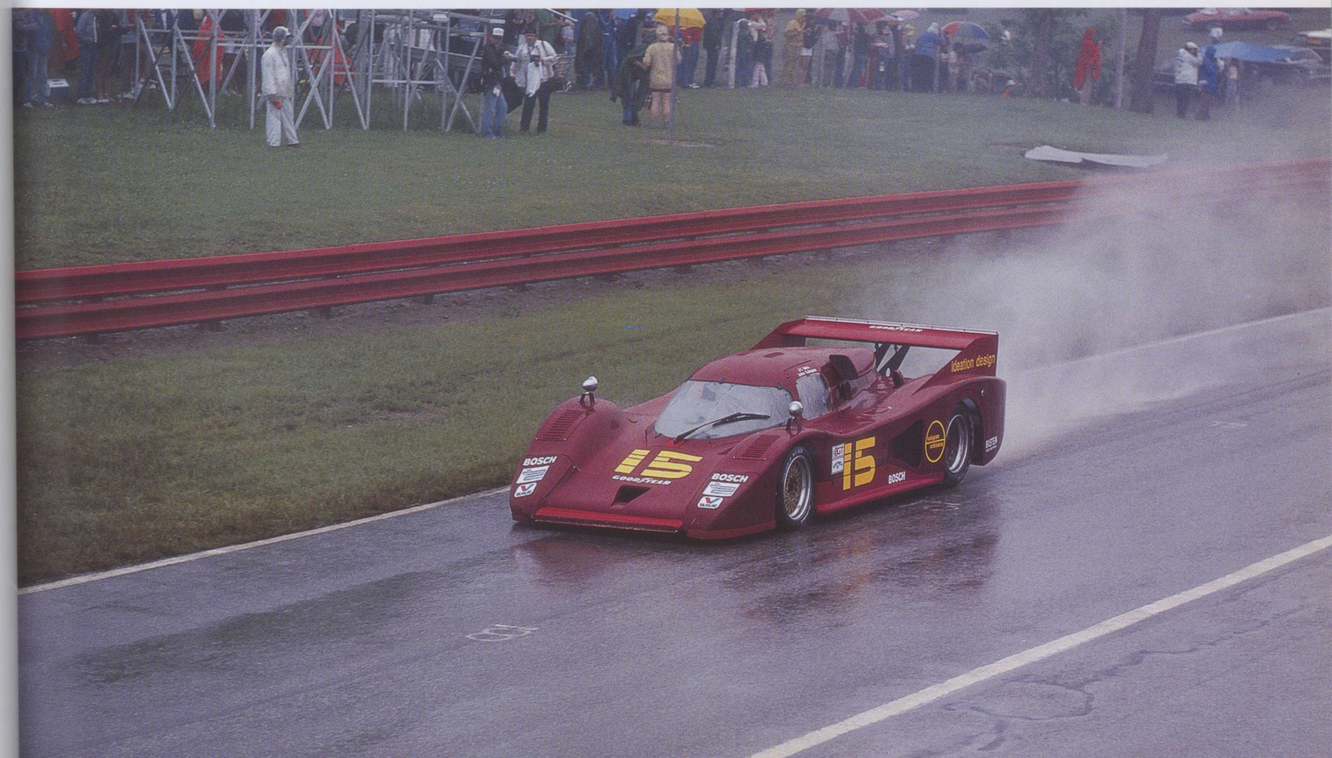
Brian Redman kept corner workers from moving Kalagian until the paramedics arrived, which probably saved his life. After 10 days in a local hospital, Kalagian was moved to another one near his home in Folly Beach, S.C., for another 20 days. He was released, but his legs were completely paralyzed. He was a C5 or C6 quadriplegic with 70 percent use of one arm and 40 percent use of the other.

A year later, Kalagian returned to racing as a car owner at Laguna Seca with a Buick-powered Alba in which Calvin Fish failed to finish. "It was like being back among friends," says Kalagian.

"I was his arms and legs," says Mills. After more DNFs at Watkins Glen with Kenper Miller, at Columbus with Steve Alexander, and at Del Mar with Rob Stevens, Kalagian sold the car.

For the 1988 season, Kalagian bought Bruce Leven's 962 and leased it to Bernard Jourdain in a deal that went badly awry. Kalagian says it ended with a dispute over the 962 and its ownership and that it ultimately left him without the car.

Kalagian worked with Brun Racing on a very limited basis through the end of the 1991 season. When Brun left IMSA, Kalagian's involvement with racing concluded. He later opened a surf shop on the South Carolina shore near his Folly Beach home.



Kalagian's last GTP car was a 962. At Columbus 1988, Bernard Jourdain and John Graham finished 13th. Kalagian lost the car in a legal dispute with Jourdain. (Hal Crocker)

"In a way, Daytona was the kiss of death. Now everybody's expectations were 'you can do this.'"

KEN HOWES, TEAM MANAGER

KREEPY KRAULY: KING FOR A DAY

Danny J. Chauvier of South Africa sponsored a race team in the United States to help sell Kreepy Krauly automatic cleaning devices for swimming pools. In 1983, Kreepy Krauly agreed to co-sponsor the No. 30 MOMO car. South African rally driver Sarel Van der Merwe was brought to the States as a co-driver for the car, and the red and yellow MOMO colors were mated with the two blue tones of Kreepy Krauly. Using a Porsche 935 (Miami, Mid-Ohio, Sears Point, Portland, Pocono, and the Daytona finale) and a Porsche-March 83G (Road Atlanta, Laguna Seca, Charlotte, Lime Rock, and Brainerd), they had mixed results, with a second at Pocono being their best finish of the year.

DJ Racing was formed at the end of 1983 season. Van der Merwe was joined by fellow South Africans Graham Duxbury and Tony Martin. Ken Howes was brought in to manage the team and establish a race shop in Atlanta. Through his connections at March, Howes obtained Holbert's Porsche-March. Kreepy Krauly picked up racing No. 00 after Interscope dropped it because it would always be the first number in a program.

In January 1984, with a team of six full-time employees and four pick-ups, Kreepy Krauly went to Daytona. Van der Merwe qualified the car on the front row alongside Mario and Michael Andretti's new Porsche 962. Surprisingly, the No. 00 Kreepy Krauly car took the lead after the Andrettis were forced out and won the race despite a few minor problems during the night.

Their eighth place at Miami was a reality check. "Everyone came back down to Earth," says Howes.

The team skipped Sebring and prepared an all-new car for Road Atlanta, but it caught fire in testing. The car was rebuilt, but at Portland it caught fire again. The older car gained more glory when Van der Merwe won at Lime Rock.

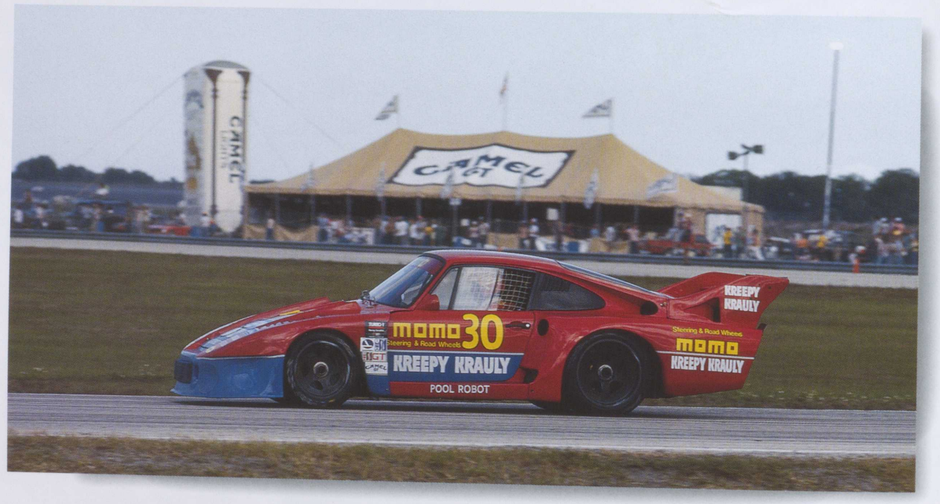
Howes moved DJ Racing from Atlanta to Indianapolis, on Gasoline Alley, a street south of the Speedway, because there were so many supply shops there.

As 1985 began, the financial situation for the South African team was not good, mostly because the exchange rate was becoming unfavorable. Yokohama tires offered financial support, a mixed blessing, as the tires were not up to the demands of the series. "The load on the banking was more than Yokohama figured it would be," says Howes. The No. 00 car started Daytona second but failed after 260 laps.

It was the team's only 1985 appearance. The car was rented to John Hotchkis for Riverside with sponsorship from Wynns. Paired with Jim Adams, Hotchkis placed

OPPOSITE: Sarel Van der Merwe (Hal Crocker) **ABOVE:** In 1984, the team bought the ex-Al Holbert March Porsche and ran independent of MOMO sponsorship. The Kreepy Krauly pool vacuum was featured in new graphics. At the 1984 season opener, the Daytona 24 Hours, Sarel Van der Merwe qualified second. Graham Duxbury and Tony Martin were co-drivers. (Hal Crocker)

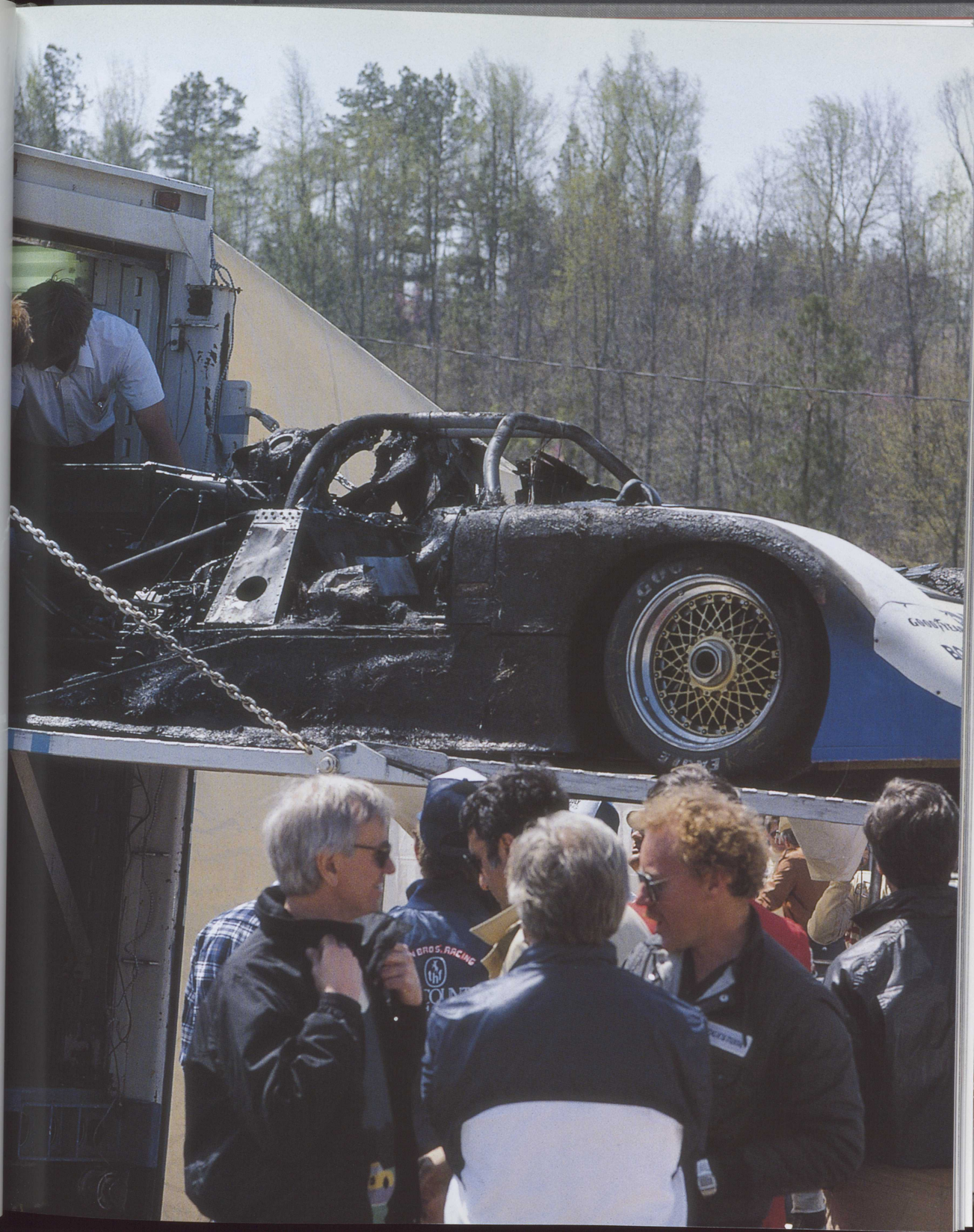
OPPOSITE: In 1984, Sarel Van der Merwe was lucky to escape with relatively minor burns when the team's all-new March caught fire and burned to the tub in testing at Road Atlanta. A new car was built around that tub and again caught fire at Portland. (Hal Crocker)
BELOW: The Momo/Kreepy Krauly Porsche 935 exits the Horseshoe at Daytona, the last race of season. This was one of six races the team ran with the 935 in 1983. (Hal Crocker)
BOTTOM: The partnership between Kreepy Krauly pool equipment (blue) and Momo auto parts (bright red) also extended to a March 83G with Porsche power for Road Atlanta, shown here, and four other events in 1983. (Hal Crocker)



fifth. After that, the car was parked.

The second March was converted to Group C specs to compete in the 1985 24 Hours of Le Mans. Christian Danner had set up a program in which he would drive with Graham Duxbury and Elmo Capelli. While not a leading contender, the car ran well in the early stages of the race. The car pitted but was not withdrawn from the race when a fuel tank split, and to be listed as a finisher, Capelli got back in the car for the last lap. "He was pretty much bathed in gasoline," says Howes, "but it was the first March to finish."

After Kreepy Krauly sponsorship ceased, team members began looking elsewhere for employment. That's when Howes received a call from Chevrolet suggesting that he talk to Rick Hendrick, a conversation that led to the team's becoming the core of the Corvette GTP program.



CHAPTER 12

"Everybody had an inkling that they were involved, but no one could prove it. With all due respect, you can't condemn someone on circumstantial or hearsay evidence."

RYAN FALCONER, ENGINE BUILDER

BLUE THUNDER: FROM FAME TO SHAME

At the time of the 1983 IMSA season finale at Daytona, the Blue Thunder team did not yet exist. Two of the three drivers who would lead the new team to the championship in 1984 were barely noticed, and the third was not there. The first of these was Randy Lanier, who placed 43rd at Daytona in a Porsche with JoeVarde; the second was Don Whittington, who placed 15th in a Chevy-March with Marty Hinze; and the third was Bill Whittington, Don's brother, who was not entered.

Dale Detrick, mentioned in Chapter 4 as the man who first put a BMW engine in a March M-1/C, was instrumental in the Lanier-Hinze pairing and served as their crew chief in the few races they ran in 1983. "Randy was the one with fire," says Detrick. "He didn't know what he was doing. He was just a seat-of-the-pants driver. I wouldn't give him credit for finesse, but he was quick. Randy was a wild man—a nutty kind of guy, impulsive. The art of driving? A steering wheel and a gas pedal is all he knew."

In late 1983, Lanier approached Keith Leighton to be the team's chief mechanic and to put together a quality race team with a March 83G converted to 1984 specs. Steve Dilullo came on as operations manager, with Ryan Falconer preparing the motors. The team's name came from Kevin Jeannette's reference to a TV show patterned after a popular movie of the day. Another version has it that the name was taken from the high-speed drug interdiction boat built by the team's sponsor, Apache, for the Federal Government's Drug Enforcement Agency.

Bill and Don Whittington had been serious racers for several years. Their father, R. D. Whittington, had been a dirt-track champion in the 1950s. In 1978, they began road racing. "We bought a 934, went out and practiced, then went out and started racing," says Don. Their "start" included Le Mans, which they won in 1979 with Klaus Ludwig. Don concluded the year by winning the IMSA World Challenge for Endurance Drivers.

Before that they'd been top air racers in P-51 Mustangs. In comparing air racing with car racing, Don Whittington said that the difference between going around a corner at 150 mph and 450 mph wasn't very dramatic. "You go as fast as the equipment will go; that's all."

In 1981, the Whittingtons, along with Tom Sneva, were the first to run a March in the Indianapolis 500. By 1984, most of the 33 starters at Indy were Marches, a dominance that lasted until 1987, when the Lola began to emerge. In 1982, all three Whittington brothers made the 500, but that was Dale's only appearance there. Both Don and Bill ran at Indy in 1983 and 1985

OPPOSITE: Bill Whittington (left) and Randy Lanier flank Miss Camel after their 1984 Riverside victory. This was the first of five Blue Thunder wins that year. (Hal Crocker) **ABOVE:** For the 1984 finale at Daytona, the team carried No. 1 in honor of Lanier's championship. Bill Whittington was second. Keith Leighton said, "The excitement of winning only added to Lanier and Whittington's sense of fun. Bill would set a lap to show what the car was capable of, then Randy'd go out and match it." Lanier was also selected Most Improved Driver in IMSA for 1984. (Hal Crocker)

OPPOSITE: A variety of mechanical problems during the 1984 12 Hours of Sebring may have cost the win for Randy Lanier, Marty Hinze, and Bill Whittington, who is shown in the car. They finished second, two laps behind the winning Porsche 935 of Mauricio DeNarvaez, Hans Heyer, and Stefan Johansson. It was the first use of No. 57, a joke by Lanier punning on his co-driver's last name (Hinze) and Heinz 57 ketchup. (Hal Crocker)
LEFT: For 1985 Randy Lanier went to run IndyCars and won Rookie of the Year at the Indianapolis 500. (Hal Crocker)
RIGHT: Holbert and Bell (shown in third) won the Mid-Ohio race over the leading Blue Thunder March. Blue Thunder made its Marches reliable by rebuilding the cars from motor and transmission to electrical wiring after every event. This allowed them to run hard for the entire race, something other March teams could not do. (Hal Crocker)

while continuing to compete in IMSA. "March was saved from bankruptcy by the Whittingtons' IndyCar program," says Leighton.

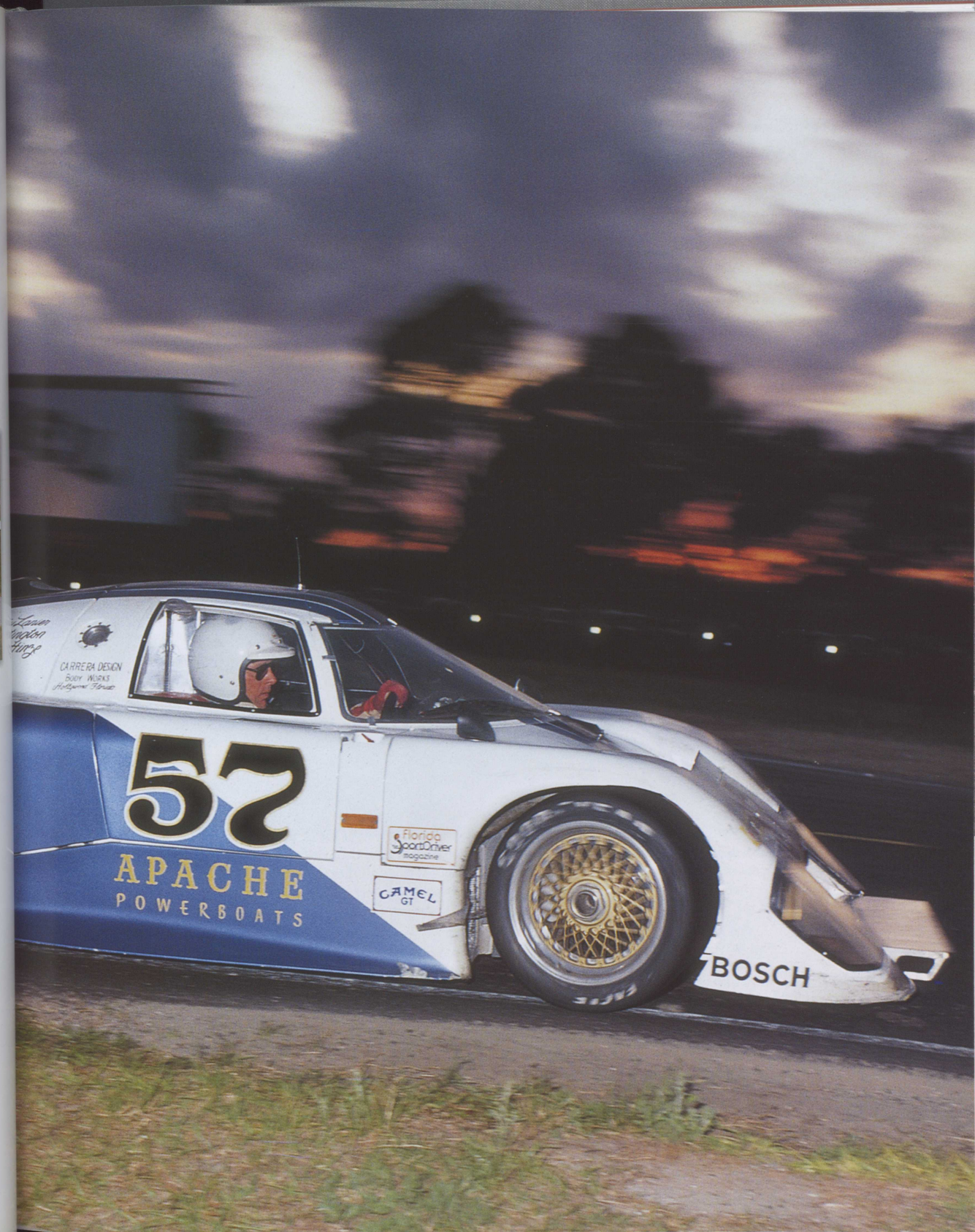
Lanier, Bill Whittington, and Marty Hinze started Hinze's No. 16 Chevy-March 5 fifth in the 1984 Daytona 24 Hours but completed only 131 laps to finish 63rd. Skipping Miami, the same three finished second at Sebring in the Blue Thunder No. 57 Chevy-March after starting 64th, a remarkable turnaround. At Road Atlanta, the Whittingtons finished first and second, Don in No. 16, followed by Bill in No. 57. At Riverside, Lanier and Bill Whittington started second in Blue Thunder No. 56, a Chevy-March identical to No. 57, and for six hours and nine seconds diced with the No. 86 Porsche 962 of Al Holbert and Derek Bell. It was Blue Thunder by 4.91 seconds. This put Bill first in points after five of 17 rounds. At Laguna Seca, Bill was on the pole in No. 57, while Lanier started fifth in No. 56. Bill led early, then dropped out after running the fastest lap. Lanier took the win and, paired with Bill, did it again at Charlotte, making Lanier No. 1 in the points standings and Bill No. 2. They maintained those positions for the rest of the season, and Lanier clinched the 1984 championship with a win at Watkins Glen in October.

"Bill really gave the championship to Randy," says Falconer. "Bill set the car up. Randy was coming into his own towards the end, but Bill brought him through at a very rapid pace."

"It was an unbelievable year," says Lanier, "but I'm not kidding myself. There's no way I could have won the title without the help of my crew and without Bill Whittington. Whittington taught me an awful lot about driving and about setting up a race car." Lanier was also selected Most Improved Driver. Leighton was GTP Mechanic of the Year.

"[Bill] Whittington was a hell of a driver," says Falconer. "The guy wasn't afraid of anything. Randy was wound tighter than an eight-day clock. Bill had to constantly calm him down and point him in the right direction."

"I loved to watch Bill Whittington race," says Chuck



LEFT: Don Whittington was an occasional co-driver in the second Blue Thunder March. He won the Road Atlanta race driving solo in the Apache Boats-sponsored Chevrolet March No. 16. Bill and Don owned the Road Atlanta track in the mid 1980s. (Hal Crocker)
OPPOSITE: Helped by a quick pit stop, Randy Lanier and Bill Whittington won the 1984 Riverside 6 Hour race in an updated Chevrolet March 83G. They beat the Porsche 962 of Al Holbert and Derek Bell by less than five seconds. (Cliff Morgan)

Dressing of ESPN. "He was an animal, an in-your-face driver. I don't think a wolverine was as aggressive as Bill."

How could a new team do so well? At the time, competitors questioned whether the motors were legal. "They started out as 355s, though we were allowed up to 360-something," says Falconer. "They weren't that big. We ran smaller engines than we were allowed. Everyone was convinced that we were cheating. Actually, I got a chuckle out of it. There it is: Tear it down; measure it. I've never built a cheater engine in my life. If you build one and get caught, all your credibility—everything you've ever done— goes out the window."

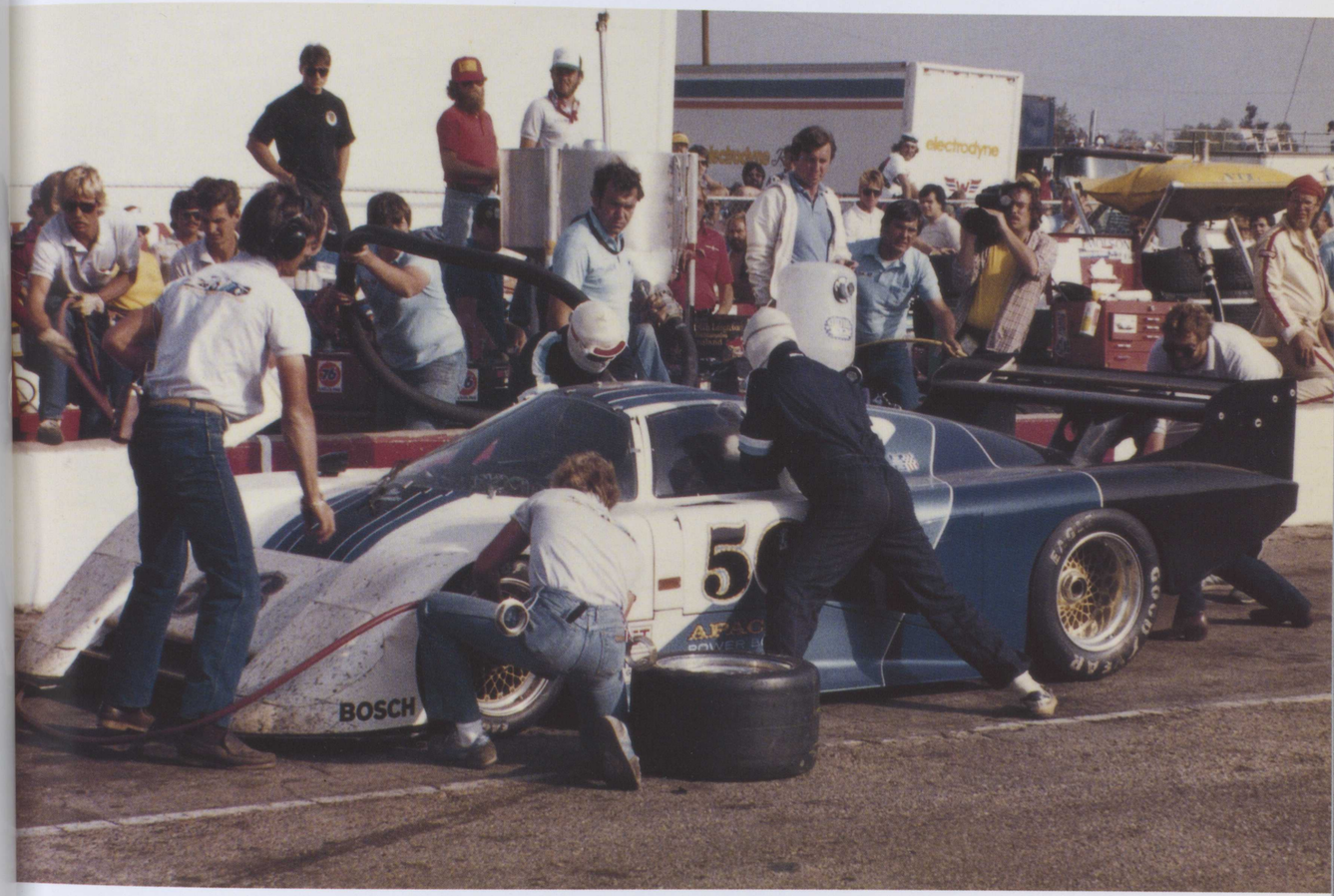
"Randy gave me the authorization to do whatever I wanted," says Leighton. "As long as we were winning races, there were never any arguments. It was just a case of a big steamroller; it just kept rolling."

According to Leighton, Blue Thunder was not supported by March Engineering, even though it won the championship. "By 1984, factory support for the IMSA series was very poor because they were swamped doing IndyCars," says Leighton.

Rumors were growing that drug money was the source of Blue Thunder funding. "Suddenly the feds came in and started asking, 'How are you affording this and this?' " says Ryan Falconer. "It was a big mess. All I knew was that I would send them a bill, and they'd pay it. There were a lot of people speculating. My thought was this: If this is true, why aren't they arrested? Why aren't they in jail?"

Events were catching up with Lanier. Success on the track was being countered first with confusion, then accusations. To avoid prosecution, Lanier fled the country. "Nobody bothered to tell him that Puerto Rico was an American possession," says Dressing. "Federal agents caught him in Puerto Rico. He thought he was in another country. That's not controversial; that's stupid."

Don and Bill Whittington and Lanier were jailed for drug smuggling and distribution. The Whittingtons were able to obtain parole after serving a few years of time. Lanier is still being held for life without parole.



Drug money was virtually expected among the sportsmen of southern Florida in the mid-1980s, and because Preston Henn came from there, co-drove with the Pauls and the Whittingtons, and had a Porsche 962 sponsored by a flea market, it was assumed by motorsports folks that he was also involved, but he wasn't. "Half the people in power boat racing were in the drug business, and in the period that I was in car racing, I'd say about 20 percent of those people were involved in selling drugs ," says Henn. "So be it. They were the ones who had the money to spend."

There was a joke going around about IMSA being an acronym for International Marijuana Smuggling Agency. "Looking back now, we should all have been gossiping about where did these guys get all this money to do all these things?" says John Bishop. "At the time, we were incredibly busy just running IMSA. It wasn't posed as a problem to us by anybody. We've had big spenders for years. It's the type of sport that attracts heavy hitters."

CHAPTER 13

"Without the Tullius-Dale initiative, it is quite possible that Jaguar may not have found itself in a position to win the most important race of them all, the 24 Hours of Le Mans."

ANDREW WHYTE, JAGUAR HISTORIAN AND FORMER JAGUAR PRODUCT MANAGER

GROUP 44 AND JAGUAR: RULE BRITANNIA, MADE IN AMERICA

In 1980, Jaguar Cars Limited was in a shambles. Sales were down, complaints about quality were up, dealerships were closing, and the company had not introduced a new model in more than a decade. Into this fracas came John Egan, the knight to save the day. He had a bold plan, but he needed time. And he needed a miracle. What he got was a bullheaded American and a pure white race car. Heaven help the boys of Coventry, England!

Jaguar USA vice president Mike Dale knew Bob Tullius when Tullius and his Group 44 teammates were running Triumph and Jaguar sports cars prepared by crew chief Lawton "Lanky" Foushee. He chose Tullius to head the GTP project.

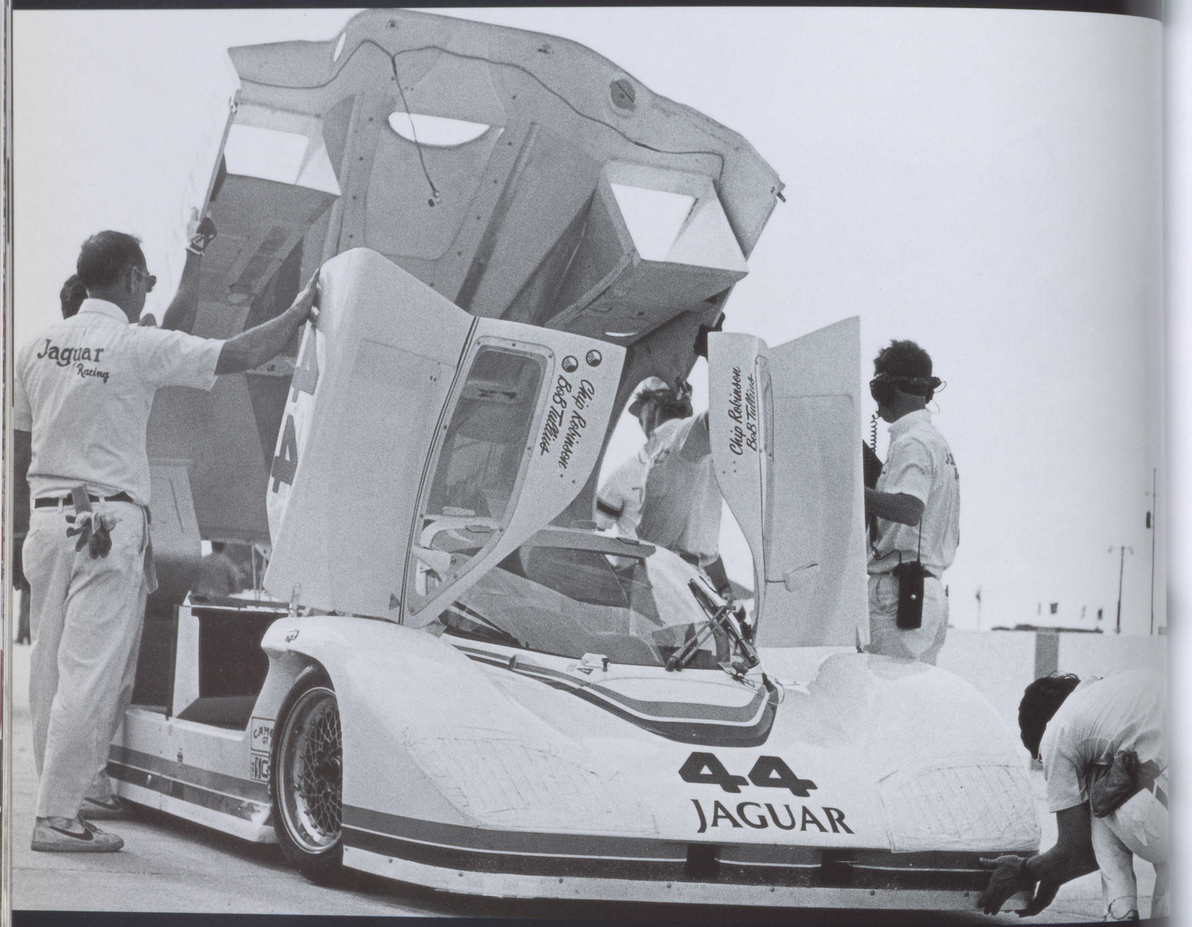
Tullius is a straight-talking, no-nonsense type, the epitome of a military man. "Part of the Group 44 image was wearing proper uniforms and looking dapper," says Tullius. "Sometimes the drivers didn't like it, so I told them, 'Tough shit! That is the way it is, and if you want to drive for us, that is the way you go.' If I couldn't do it first-class, I didn't want to do it at all."

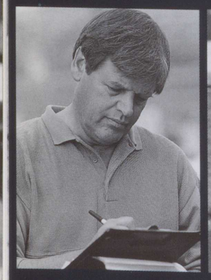
Several objectives of the five-year program were made clear, recalls Tullius: "Improve the Jaguar image, fortify their dealer organization in the U.S., and give the company some spirit. And they specifically wanted to go back to Le Mans." The car was to be called the XJR-5.

The GTP car would not be ready until 1982, so Jaguar settled on an SCCA Trans-Am program in 1981. Group 44 had already agreed to build its own GTP prototype. Now it added the burden of preparing and racing a Trans-Am XJ-S.

Tullius commissioned Lee Dykstra to design the GTP car. Dykstra was an experienced race car designer and builder who had earned his good reputation with the All American GT (AAGT) Chevrolet Monza and Al Holbert's Can-Am cars. Dykstra says his goal was to design a machine capable of 200 mph using the V12 Jaguar's 525 horsepower, with a favorable lift/drag ratio and good pitch balance. "The only thing they put forward was it had to be legal for Group C and GTP and run the Jaguar V12," says Dykstra. "That was it. I don't really think we were handicapped. It was just a design challenge." Stock Jaguar V12 cylinder heads and XJ6 tail lamps gave some validity to the

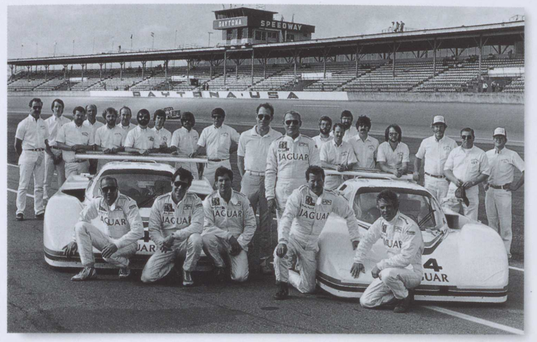
OPPOSITE: Bob Tullius (right) and Hurley Haywood clown around for the photographer. (Hal Crocker) ABOVE: In July 1982 Group 44 tested the brand-new XJR-5 at Road Atlanta. A month later the car made its competition debut at Road America and finished third with Bob Tullius and Bill Adam driving. (Hal Crocker)

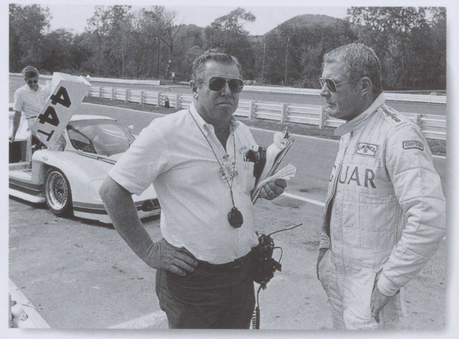




ABOVE: The team readies the XJR-5 on the concrete runways of Sebring in March 1985. Chip Robinson and Bob Tullius started third and finished fourth in the 12 Hours. (Hal Crocker)
FAR LEFT: Lee Dykstra, designer of the Trans-Am Mustang, Holbert's AAGT Monza, and CanAm CAC, plus the Group 44 Jaguars. (Hal Crocker)
CENTER: Bill Adam (Hal Crocker)
LEFT: The design predecessor of the Jaguars was Dykstra's CRC-2, CanAm racer for Al Holbert, shown winning the 1981 Riverside race. For Dykstra the design process meant basically adding a top, lengthening the body for the V-12, and modifying the tail to fit regulations. (J. A. Martin)

LEFT: The Group 44 squad at Daytona in February 1985. Kneeling from left to right: Claude Ballot-Lena, Jim Adam, Chip Robinson, Hurley Haywood, and Brian Redman. Mike Dale and Bob Tullius are standing between the cars. (Hal Crocker)
RIGHT: Longtime Group 44 crew chief Lanky Foushee and Bob Tullius at Lime Rock in May 1987. Both former Air Force men, they met in 1969 during Tullius's year in the NASCAR Grand Am series. (Hal Crocker)





car that was "authentic Jaguar from head to tail."

Assisting Dykstra were two specialists who had worked on earlier Dykstra cars. Max Schenkel was an aerodynamicist, and Randy Wittine was a body stylist.

By the early '80s, no one, not even Jaguar, knew more about the V-12 than Group 44. When Foushee was working with the Jaguar engineers, he discovered that their flow bench was about 20 years behind technology in the States. "We were a step or two up on everything they had ever done before," he says.

Graham Whitehead, Mike Dale, and Egan saw the new car for the first time at Summit Point Raceway in West Virginia June 21, 1982. Tullius signaled driver Brian Fuerstenau on the other side of the track, and the white car came through the final turn. "Here, Mr. Egan, is your new Jaguar," said Tullius.

For its debut at Road America's Pabst 500 August 22, 1982, Tullius qualified seventh but let Bill Adam start the race. "It was incredible of Bob to let me do that; I will never forget it," says Adam. "As I was driving around the track for the first time, all the marshals dropped their flags and were holding their hands up high, clapping."

They ran a conservative race to finish third. The 530 horsepower of the 5.3-liter motor was no match for the Porsche's turbo's 800 plus on the straights. "But when the ground effects came into play," says Adam, "you'd eat them alive!"

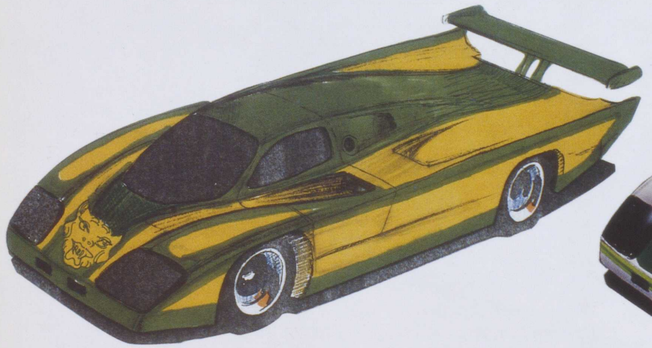
The team returned to reality at Mid-Ohio's Lumbermens 6 Hour September 5 when Tullius damaged the chassis in a practice accident. At the Pocono 500 of September 26, Group 44 experienced an engine vibration and wasforced out. At Daytona, a suspension failure put Tullius into the wall at turn four early in the race.

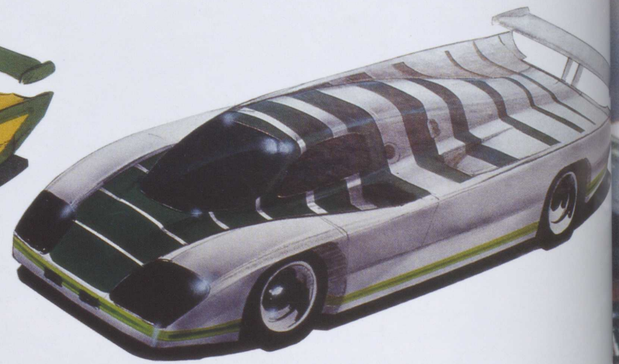
Testing helped the drivers adjust to the new world of prototype racing. "It took Bob and Bill a year to learn how to drive it," says Foushee, "because they were having to redefine all their concepts about how to get a race car around a track. The faster you go, the better the brakes work, and you can generate tremendous G forces." This created problems because the downloading for braking decreased when the speed dropped, and the brakes would lock up.

The 1983 season did not begin well. After leading Daytona, the car failed to finish. In the Miami monsoon, it was running fifth when the race was stopped. After starting on the front row at Sebring, cylinder head troubles put it out.

The wet/dry conditions at Road Atlanta April 10 were too much for many inexperienced drivers, but not for Tullius and Adam, who held on for the win. This was the first Jaguar victory at the top level of racing in more than a quarter century and the first in IMSA by a factory-backed

OPPOSITE: XJR-5 chassis No. 1 nearing completion in the summer of 1982. Lee Dykstra designed the car in his Indianapolis office, and the parts were fabricated at the Group 44 shop near Winchester, Va. Many of the techniques were new to the Group 44 crew. (J. A. Martin)
BELOW: These are two of the many graphic alternatives presented by industrial designer Randy Wittine to Jaguar management for the XJR-5. In the end the simple pristine white with multiple green stripes, traditional with Group 44 cars, was retained. (Randy Wittine)
BOTTOM: While European teams were unsuccessful racing Jaguar cars, in the 1970s Bob Tullius and Group 44, Inc. of Virginia were winning Trans-Am and IMSA drivers' titles in an XJ-S. (Hal Crocker)





prototype. "We knew it was coming," says Tullius, "but we thought it was going to be Sebring. It certainly was a high spot to bring a car from zip to winning."

Jaguar advertising also won. Press director Mike Cook said that between 1981 and 1984, about 80 percent of the printed word about Jaguar concerned its sports-car racing program.

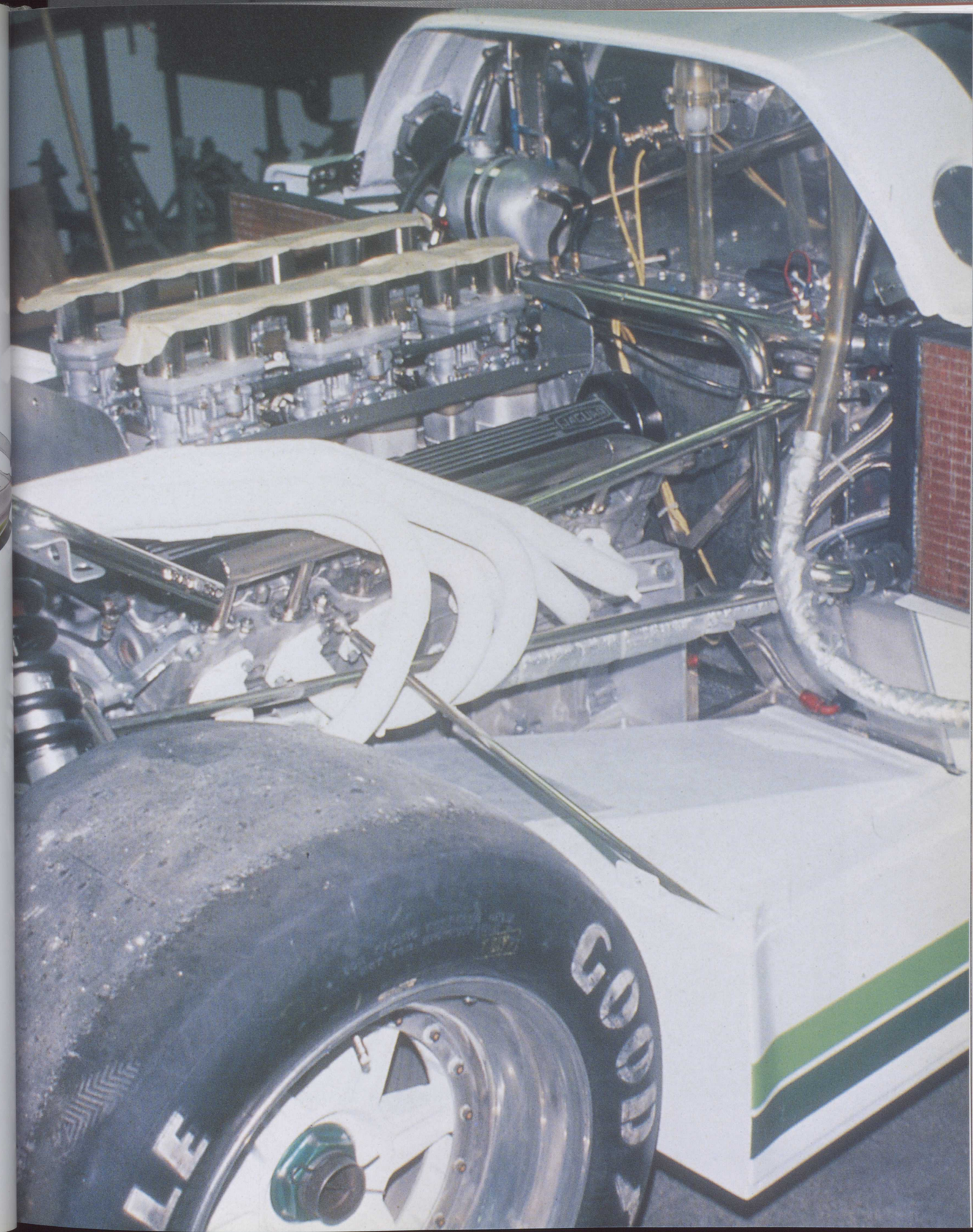
At Riverside, Dykstra asked Al Holbert to try out the XJR-5. On the Friday before the race, Holbert was only able to get in five laps but reported that the car turned right easier than left and that it rode rough through turn six. Lime Rock May 30 was the next race, and Tullius won by using throttle response and superior fuel mileage.

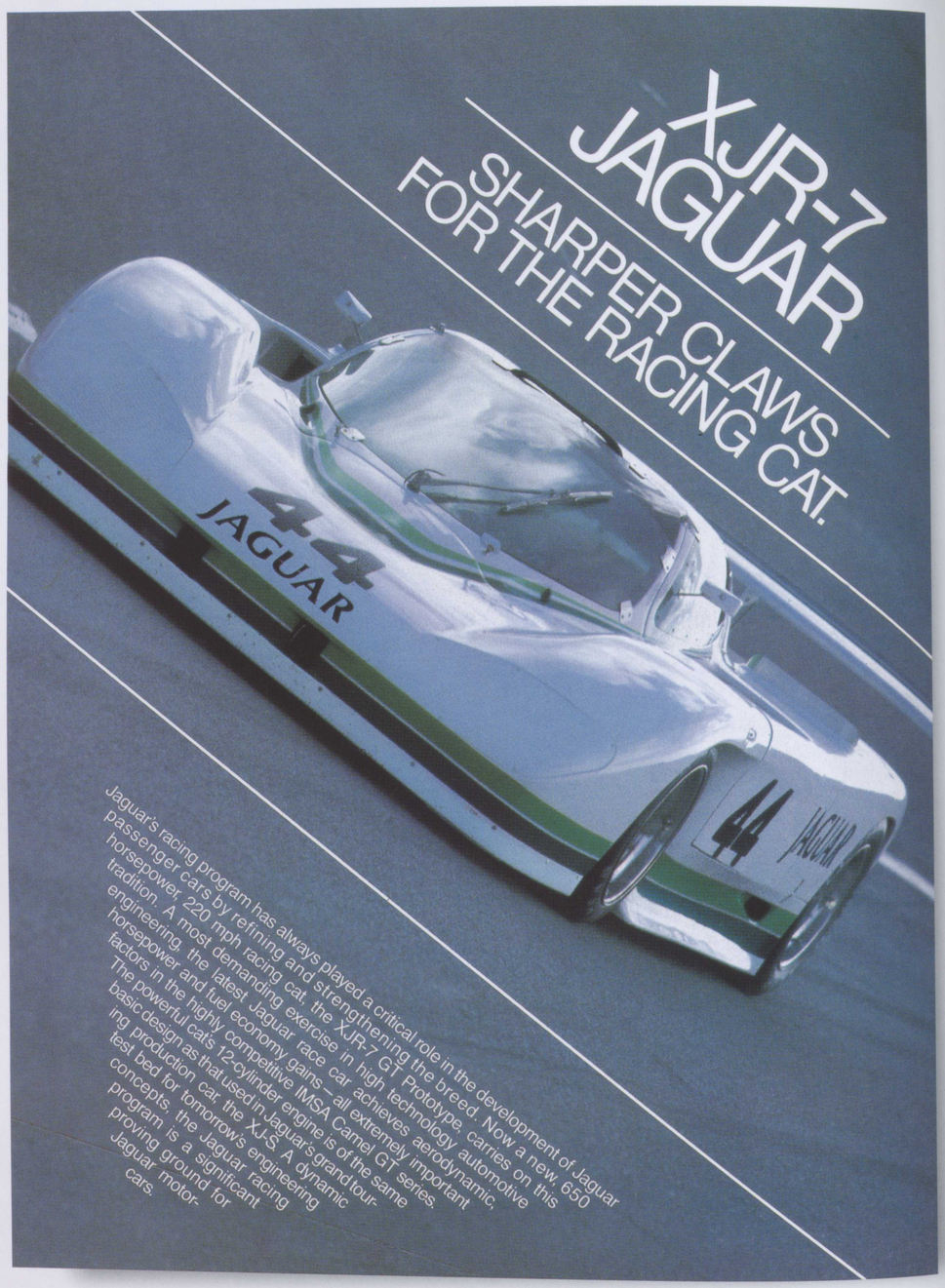
Group 44 skipped the July 4 Daytona race so No. 44 could be sent to England for an evaluation by Derek Bell at Silverstone. The results were inconclusive, but Egan told Tullius at a company dinner that he would like TWR's Tom Walkinshaw, the leader of Jaguar's UK racing effort, to drive the IMSA car. Tullius, recognizing a threat, replied that it was out of the question.

Tullius took the team's first pole position at Portland July 31, but the race fell to Holbert when the Jaguar, driven by Bill Adam at the time, collided with Jim Mullen's Porsche on lap 64 and sustained radiator damage that put it out of the race. Tullius and Adam won again August 14 at Mosport, Adam's home track. Three days later, Adam was replaced by Doc Bundy. Still on the learning curve for prototype racing, Tullius and Adam were too slow, and the boss does not fire himself, so Adam was gone. Although Dykstra had worked with Bundy, he had no part in the driver decision. "Doc wasn't that good," says Dykstra, "Bill wasn't that good, and Bob was hopeless." Nevertheless, the new combination won at Pocono September 11, the team's fourth win of the year.

Tullius finished the 1983 season second in points, with the Jaguar second in the manufacturer's title. To Tullius, second was first loser.

Quaker State did not renew its sponsorship for 1984,




XJR-7
JAGUAR
SHARPER CLAWS
FOR THE RACING CAT.
44
JAGUAR
Jaguar's racing program has always played a critical role in the development of Jaguar passenger cars by refining and strengthening the breed. Now a new, 650 horsepower, 220 mph racing cat, the XJR-7 GT Prototype, carries on this tradition. A most demanding exercise in high technology automotive engineering, the latest Jaguar race car achieves aerodynamic, horsepower and fuel economy gains – all extremely important factors in the highly competitive IMSA Camel GT series. The powerful cat's 12-cylinder engine is of the same basic design as that used in Jaguar's grand tour-ing production car, the XJ-S. A dynamic test bed for tomorrow's engineering concepts, the Jaguar racing program is a significant proving ground for Jaguar motor-cars.

OPPOSITE: This advertisement announced Jaguar's new XJR-7. The car made its debut at the season-ending Daytona 3 Hours in December 1985 alongside the XJR-5. (J. A. Martin collection)
LEFT: Miller Brewing Co. seriously considered sponsoring the Jaguar car with its Lowenbrau brand. This paint scheme was one of many proposals under consideration until negotiations broke down and the Lowenbrau sponsorship went to Holbert Racing. (Miller Brewing Co. collection)
RIGHT: Claude Ballot-Lena, Bob Tullius, and Chip Robinson greet the fans during the drivers' parade at Le Mans in 1985. (Hal Crocker)

and for a while it looked like it would be replaced by Lowenbrau beer, a Miller Brewing Company brand. Chris Moore of Miller's marketing department was struck by the similarities in demographics between IMSA and Lowenbrau. Both were upscale and international. Moore talked with Tullius, a car was painted, and uniforms and press kits were made. The Lowenbrau lion was on the nose, with Jaguar cats embellishing the sides. But Graham Whitehead thought that so many animals on the car made it "look like a zoo." For Lowenbrau, it was no lions, no sponsorship, so the factory carried on unassisted.

No. 44 led the 1984 Daytona 24 Hours for more than a hundred laps before it began throwing auxiliary drive belts, the last within two hours of victory. Post-race analysis showed that resonance patterns from the track caused the cogged belts to break under load. After that, non-cogged belts were used.

The Miami Grand Prix was a carnival carried all over the world via TV. Tullius claimed the top spot for a few laps, but it was team car No. 04 with Brian Redman and Bundy that took the flag ahead of No. 44.

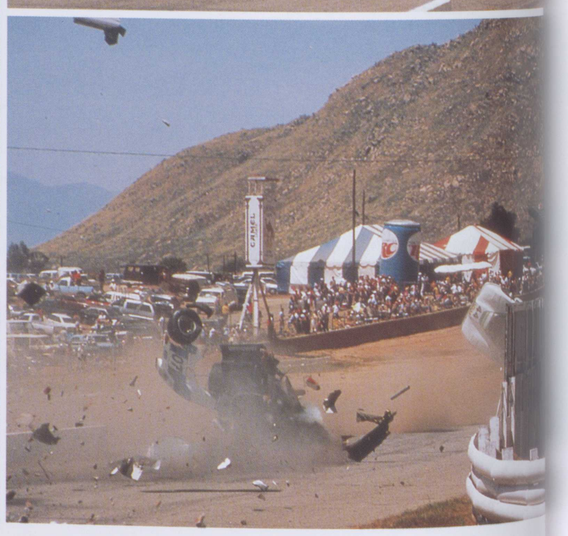
To prepare for Le Mans, the team tested at Pocono. Jaguar chief engineer Jim Randle reported that Group 44 was ready. Three cars were taken to France, two to race and one for reserve. "Logistically it was a night-mare," says Tullius. "It was like sending the New York Yankees to face the London Cricket Club. It was a ball game, but the rules were different."

"Jaguar Fever" spread through the paddock when the Group 44 transporter pulled into Le Mans. The scrutineers found minor faults. For instance, the cars were required to have window nets, which were not required in IMSA. The remedy was useless molded nets fastened to the inside of the door. Tullius, Bundy, and Redman gridded in No. 44 on row seven, while No. 40, with John Watson, Claude Ballot-Lena, and Tony Adamowicz qualified on row 10. Both Jags ran conservatively, and because of their superior fuel mileage, Tullius was able to put No. 44 in the lead during the first round of pit stops, with No. 40 in third place.

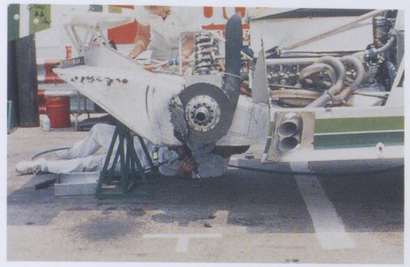
During the night, the team's Coventry-supplied radios ceased working, then hours later worked again. A post-race inquiry found that a Jaguar worker had fallen asleep with his hand over the microphone. Communications were restored when he awoke.

A blown rear tire on No. 40 caused the oil cooler and filter to be ripped off, damaging the suspension and putting Adamowicz out at 6:15 a.m. At 7 a.m. Redman brought No. 44 in with a malfunctioning gearbox. The mechanics spent four hours rebuilding the transmission and sent it out again. But Redman was back at 11:30 a.m., and at 12:03, Jaguar management withdrew the car.

BELOW: At Riverside in 1986 Chip Robinson in the No. 44 XJR-7, Lyn St. James in the Ford Probe, and Doc Bundy in the Corvette GTP came together. The Ford went to one side, the Corvette went to the other, and the Jaguar went vertical. Miraculously, none of the drivers were seriously hurt. The Jaguar chassis was rebuilt and in the 1987 Riverside race Hurley Haywood and John Morton used that car to edge out the Holbert Racing 962 driven by Chip Robinson, the team's new lead driver. (Bob Fisher)



LEFT: In an attempt to gain power the team tried side exhausts. The increase in horsepower was negligible, but the increase in noise was extreme. (Reggie Smith)
RIGHT: At Sebring in 1984 racer and *Car and Driver* editor Pat Bedard (shown here) joined Brian Redman in the No. 04 car and finished 11th. The No. 44 car of Bob Tullius and Bill Adam led early in the race, but retired with engine problems before the halfway point. (Hal Crocker)



"I was asleep when someone came into the motor home to tell me that they had withdrawn the car with gearbox problems," says Tullius. "There was nothing I could do about it, but those assholes withdrew my car without me knowing about it."

Despite the two DNFs, the race was a success for the Jaguar image. However, the next issue of *Jaguar Racing Review* devoted three paragraphs to Le Mans and four pages to Tom Walkinshaw Racing at Brno (home of the Czech Grand Prix). The decline of Group 44's fortunes had begun, and the rest of the season at home was one disappointment after another.

During the winter, a new Hewland gearbox was installed because the V-12's torque was too much for the original unit. Because of its numerous changes, the car was now designated XJR-5B.

Chip Robinson was signed on and teamed with Ballot-Lena and Jim Adams for the 1985 Daytona 24 Hour race. Tullius, teamed with Redman and Hurley Haywood in No. 44, was in second at hour seven when a failed tire severed oil lines, pitching him into the turn-three wall with the car catching fire. It took 45 minutes to clear the debris. "Bob was trapped," says Dale, "because he could not open the door. It had twisted. The car was burning, and he was within seconds of dying. His hands were quite badly burned."

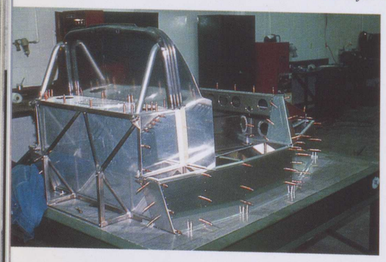
Three weeks later, Tullius drove at Miami, going only three laps before the gearbox failed. The Haywood-Robinson No. 40 finished fourth despite losing a lap early in the race. Road Atlanta April 14 was a 1-2 triumph for Group 44, with Redman and Haywood finishing first ahead of Tullius and Robinson.

At the beginning of the 1985 season, Tullius had been asked what it would take to win in GTP, and he had replied, "a turbocharger." Tullius suggested to Jaguar that it try the Austin Metro 6R4 turbo motor used in rally competition. Jaguar declined.

The Road Atlanta win, plus seconds at Laguna Seca, Charlotte, and Lime Rock, gave the team confidence about its return to Le Mans. When it arrived back in France, they found the welcome every bit as warm as a year earlier. The official poster showed a pair of XJR-5s leaving everyone else in their dust. This time, Group 44 brought its own radios.

Robinson qualified No. 44 16th on the grid, one place ahead of Haywood in No. 40. But both cars suffered burned pistons in practice, which required rebuilding and detuning the engines to prevent the problem from recurring. Post-race analysis of the fuel showed that they had received a bad batch from the organizers' central supply. Jaguar No. 44 finished 13th overall and would have placed higher if a valve hadn't broken with 90 minutes left to go. The crew sealed off the chamber, and Tullius took the "V-11" back out to complete what had been denied him the year before, a final lap. As he passed the stands, he could hear the cheers above the roar of the injured motor. The finish was the first for Jaguar in more than a quarter century. No. 40 had retired at 2:30 a.m. when a drive joint failed.

BELOW: To keep Group 44 in racing, Tullius prepared a March Cosworth for Chip Robinson in 1987. The team entered four CART races, including Tamiami with Tom Sneva, but the program was ended because of lack of proper sponsorship. (Cliff Morgan)
BOTTOM: Construction of the second XJR-5's tub was under way by the fall of 1982 in Group 44's shop. Pins were used on jigs to hold the aluminum panels in place before permanent riveting. (J. A. Martin)



The return to the States was a return to seconds and thirds but no wins. Meanwhile, TWR unveiledthe XJR-6 at the Mosport round of the World Endurance Championship August 11. Martin Brundle led early but finished in third place. Originally Coventry had planned for TWR to race an XJR-5 in Europe. Tullius was agreeable and had in fact sent a dark-green example to England for testing. But Walkinshaw wanted to develop his own car and turned down the XJR-5.

With Walkinshaw building his own Group C car, Tullius had more latitude in the design of the IMSA-only XJR-7. Except for a more conventional tail, the XJR-7 looked very much like its sibling but was entirely new; the windshield was the only common component.

Group 44 took two cars to the IMSA 1985 finale, the Daytona 3 Hours in December. No. 04 was the tried-and-true XJR-5, and No. 44 for Tullius and Robinson was the all-new XJR-7. Both were normally aspirated. Despite an early incident with the wall, the XJR-7 finished fourth, while Haywood set a new lap record in the XJR-5, finishing second with Redman.

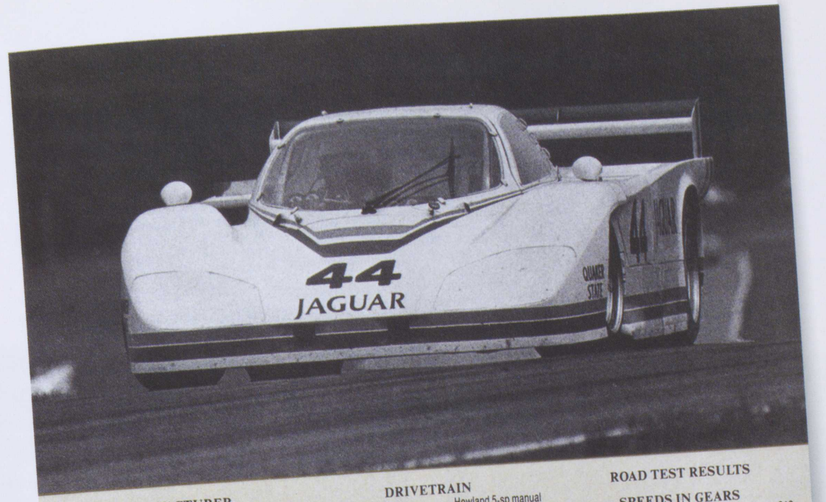
Two XJR-7s started the Daytona 24 Hours, the IMSA 1986 season opener. Both experienced gearbox problems caused by drivetrain overload from the stiffer chassis. A new Hewland VGC unit was ready March 22 for Sebring, where neither car finished after running near the front early in the race.

Prior to the Sebring race, Lee Dykstra and Bob Tullius had ended their working relationship, partly because of interference from Jaguar.

"I hired Lee Dykstra to work for me," says Tullius. "Somewhere in the second year, Jaguar decided they should hire him because they would then have a direct line to the car without involving me. We were not a division of Jaguar. They hired Dykstra away from me. Finally, I had to ask Mike [Dale] to fire him. He said no, so I did it myself."

"Problems started occurring when Jaguar employed me rather than Tullius," says Dykstra. "Essentially, in his mind, he lost control. I did not control the race car. I had no inputs on the other things."

Foushee sums it up nicely when he says, "As much as anything, it was different expectations. The conflict came between Lee and ourselves, because you get a fair ways into building this thing, then find that if one part is not suitable, they have to be thrown away. Bob expected it to go first time around. When Lee left, it removed the controversy straight away and gave us a certain amount of freedom."



MANUFACTURER

Group 44 Inc, Victory Lane, Route 1, Box 440, Winchester, Va. 22601

GENERAL

Curb weight, lb/kg	2030	922
Test weight	2395	1087
Weight dist (with driver), f/r, %		39/61
Wheelbase, in./mm	102.0	2591
Track, front/rear	66.0/63.0	1676/1600
Length	179.0	4547
Width	79.0	2007
Height	39.5	1003
Ground clearance	3.0	76
Overhang, f/r	34.0/43.0	864/1092
Fuel capacity, U.S. gal./liters	31.7	120

ENGINE

Type	sohc V-12
Bore x stroke, in./mm	3.62 x 2.95 ... 91.9 x 74.9
Displacement, cu in./cc	364 ... 5966
Compression ratio	12.2:1
Bhp @ rpm, SAE net/kW	575/429 @ 7200
Equivalent mph / km/h	210/338
Torque @ rpm, lb-ft/Nm	480/651 @ 6000
Equivalent mph / km/h	175/282
Carburetion	six Weber (2V)
Fuel requirement	racing, 105-oct

CALCULATED DATA

Lb/bhp (test weight)	4.2
Mph/1000 rpm (5th gear)	29.2
Engine revs/mi (60 mph)	2055
Piston travel, ft/mi	1010
R&T steering index	est 1.00
Brake swept area, sq in./ton	551

DRIVETRAIN

Transmission	Hewland 5-sp manual
Gear ratios: 5th (1.08)	3.56:1
4th (1.38)	4.28:1
3rd (1.66)	5.68:1
2nd (2.20)	7.74:1
1st (3.00)	2.58:1
Final drive ratio	

CHASSIS & BODY

Layout	mid engine/rear drive
Body/frame	fiberglass panels/aluminum monocoque
Brake system	13.0-in.(330-mm) vented discs front and rear
Swept area, sq in./sq cm	660 ... 4258
Wheels	Jongbloed alloy; 16 x 12 front, 16 x 14 rear
Tires	Goodyear Eagle Sports Car Special; 23.5 x 11.5-16 front, 27.0 x 14-16 rear
Steering type	rack & pinion
Overall ratio	16.0:1
Turns, lock-to-lock	2.0
Turning circle, ft/m	est 50.0 ... est 15.3
Front suspension: unequal-length A-arms, coil springs, Koni adj tube shocks, anti-roll bar	
Rear suspension: unequal-length A-arms, coil springs, Koni adj tube shocks, anti-roll bar	

INSTRUMENTATION

Instruments: 10,000-rpm tach, oil press., oil temp, coolant temp, fuel press., fuel flow
Warning lights: oil press., alternator

ACCOMMODATION

Seating capacity, persons		1
Head room, f/r, in./mm	37.0	940
Seat width	16.0	406
Seat back adjustment, deg		0

ROAD TEST RESULTS

SPEEDS IN GEARS

5th gear (7500 rpm)	219
4th (7500)	172
3rd (7500)	144
2nd (7500)	107
1st (7500)	77

FUEL ECONOMY

Race driving, mpg	4.4–5.1

HANDLING

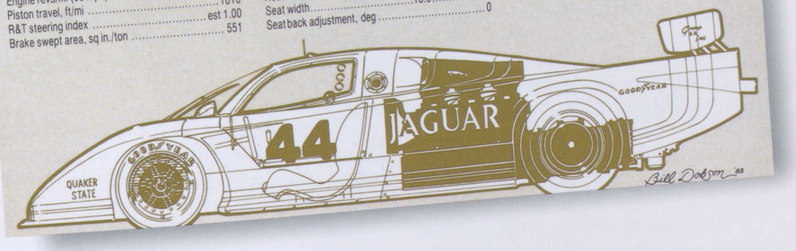
Lateral accel, 100-ft radius, g	na
Speed thru 700-ft slalom, mph	68.3

BRAKES

Minimum stopping distances, ft:	
From 60 mph	107
From 80 mph	146
Control in panic stop	excellent
Pedal effort for 0.5g stop, lb	50
Fade: percent increase in pedal effort to maintain 0.5g deceleration in 6 stops from 60 mph	nil
Overall brake rating	excellent

INTERIOR NOISE

Idle in neutral, dBA	96
Maximum, 1st gear	115
Constant 70 mph	105
90 mph	107
110 mph	109



ABOVE: *Road & Track* featured a test of the Group 44 XJR-7 in the September 1983 issue. This is the specification and test data from their report. (J. A. Martin collection)

LEFT: Another alternative program to GTP was NASCAR. At Pocono in 1989, Group 44 first raced a Pontiac Grand Prix driven by Jim Sauter. Despite praise from other NASCAR teams on the professional preparation of No. 44, again sufficient sponsorship was not found and after a few starts in three years the program was ended. (Ed Clayton)
RIGHT: At Del Mar in 1987, Group 44 again triumphed in the Kodak Copiers Pit Crew Competition. The team set such a high standard for quick stops that other teams videotaped the crew to learn the secrets to their speed. (Kodak)

IMSA Round 5 at Riverside on April 27, 1986, was a different disaster. On lap 36, Robinson in the XJR-7, Doc Bundy in a Corvette, and Lyn St. James in a Ford Probe tangled in turn nine, resulting in one of the most spectacular crashes in race history. Bundy shot left, St. James crashed over a concrete wall, and Robinson went airborne before cartwheeling down the straight. After the dust settled, all three cars were write-offs, but the drivers emerged virtually unhurt.

With one chassis damaged in testing, Group 44 had only one other car for IMSA Round 6 at Laguna Seca the following week. Haywood qualified it sixth and, paired with Robinson, placed second in the race behind Klaus Ludwig, who gave the Ford Probe its first win.

Motor problems plagued the team with inadequate power and DNFs all summer. The cause was diagnosed as a bad batch of non-heat-treated crankshafts. The team put older, race-proven parts on the car for the last few races of 1986 and managed a third place with Redman and Haywood at Columbus October 5. The Daytona 3 Hour in October was more than just the end of another season, because Redman and Robinson were both leaving the team. But Tullius and Robinson won the race when the leading BMW ran out of fuel with 23 minutes to go. Redman and Haywood had the other team car in second until it retired with engine failure with 37 minutes to go.

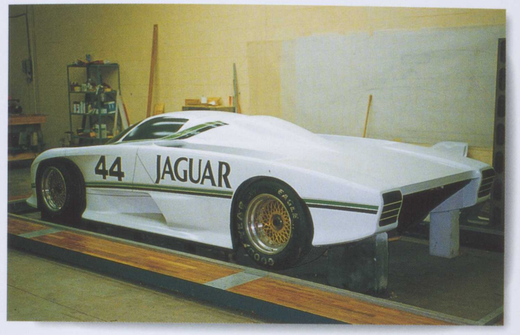
"The biggest thing about the win was doing it with Bob," says Robinson. "It meant a lot to me."

"The overall organization and preparation of the cars was just beautifully done and certainly as good as any other team I have ever been involved with," says Redman. "If one were to criticize the program, it must be that there was not much development work at a time when everyone else was making progress. Lacking an in-house designer employed by the team was probably the single weakest link."

At the 1987 Daytona 24 Hours, the sole Group 44 Jaguar, driven by Tullius, Haywood, and John Morton, was forced out of the race early because of overheating, although at one point it ran as high as second. Tullius left the driving to Haywood and Morton one month later at Miami, where they finished 10th, 12 laps behind the Electramotive Nissan GTP, which posted its first Camel GTP victory.

Passing up Sebring in March, Group 44 entered one

LEFT: To help Tullius keep the GTP program alive, Randy Wittine designed a new body based on the XJR-7 frame. Only one was built. Originally it was mated with an experimental Jaguar V-12. (Randy Wittine)
RIGHT: With Jaguar's sponsorship permanently lost, Group 44 finished the car with a Chevrolet motor. Despite good looks there was insufficient interest for a customer car and the project was dropped. Without either knowing of the other, Wittine's design and the Jaguar-designed XJ-220 supercar showed numerous visual similarities, such as the nose and side radiator inlets. (J. A. Martin)



XJR-7 in the April 26 Los Angeles Times GP at Riverside, the same chassis Robinson had crashed the previous year. Haywood and Morton won the race, edging Robinson and Holbert in the Lowenbrau Porsche 962 by 2.78 seconds in what the IMSA yearbook described as "the most memorable race of the season."

Still, Tullius felt that his efforts were being undermined by lack of support from Jaguar middle management. His biggest gripe was lack of cylinder head development, which he had requested in 1983.

"They wanted to do it [the cylinder heads] in-house," says Andy Rouse of Broadspeed, "but they didn't have the expertise to do so." Even Dykstra, who found Jaguar more accommodating than his former boss, was aware of an undercurrent of anticolonist resentment.

When Jaguar replaced Group 44 with Tom Walkinshaw Racing as its IMSA team, Dale had to side with his employer and TWR over his friend. "It was the saddest and most difficult decision I have ever had to make," says Dale. "Bob suffered rather than gained from our friendship."

There were alternatives, one of which was to have Group 44 run Walkinshaw's cars in IMSA. That was OK with Tullius, but Walkinshaw refused. Tullius felt the strain of the impending divorce. "When they told me it was all over, I felt like the weight of the world had been lifted from my shoulders," he says.

There were no plans to enter the June race at West Palm Beach until Tullius's friend Reggie Smith arranged for Racal-Milgo, an English electronics firm with American ties, to sponsor the car. Even though he was listed as co-driver, Smith never got in the car. Morton and Haywood started third, and two laps from the end, Haywood caught the Holbert Porsche and took the win.

The final official race was July 5 at Watkins Glen, where Tullius and Morton finished 13th, after which Jaguar was host at a farewell dinner, with each team member given a book and trophy.

"I knew from the beginning it was not going to be a permanent thing," says Tullius. "They knighted John Egan and had everything going for British heritage and tradition, and you're having an American team do your racing? There was no question about the inevitability of it in my mind."

That was it for the season except for Round 16 at the Del Mar Fairgrounds in San Diego, where there was still

OPPOSITE: Brian Redman and Hurley Haywood repeated Group 44's first win, April 1983, leading a 1-2 finish at Road Atlanta. Tullius and Chip Robinson, despite being knocked off by a GTO car, finished second, a lap behind. (Hal Crocker)
LEFT: Mike Dale, vice president Jaguar Cars of North America, in repose in the Jaguar pits at Le Mans in 1985. (Hal Crocker)
RIGHT: Knowing that 1987 was a lame-duck season, Group 44 reverted to a single-car team, as Tullius had always wanted. At Riverside Haywood and John Morton pressed then passed the Lowenbrau Porsche for the win. (Cliff Morgan)

a championship to defend, namely the Kodak Copiers Pit Crew Competition.

"Both years they were successful, with 23.08 seconds in 1986 and 17.78 seconds in 1987," says Kodak's Dick Burandt. "The rules were not changed; they just got better. They were so good that other teams videotaped them to record how a proper pit stop should be done."

The race itself was frustrating for Haywood and Morton, who finished 10th with the motor spewing oil in the closing laps.

Along with the Walkinshaw-entered Jaguars, the 1988 Daytona 24 Hour program listed a Group 44 V-12 with Tullius, Morton, and Whitney Ganz as drivers. The "non-Jaguar" started 10th, but four hours into the race, Ganz brought the car in with overheating, and at 7:55, it was retired.

A few days after Daytona, Group 44 signed to run Audi Quattros in the 1988 Trans-Am series. Group 44 drivers Haywood, Hans Stuck, and Walter Roehrl won seven races and series titles for Haywood and Audi. After that, the SCCA outlawed all-wheel drive, then non-American built cars.

Tullius still had GTP hopes, and in 1988, a third Jaguar was built that he insisted on calling "XJR-8," even though that nomenclature was being used by TWR. To everyone else, it was the "44 Magnum." Randy Wittine designed it based on the last XJR-7/005 chassis and powered it with a Chevrolet motor. The plan was to build customer cars, but there was insufficient interest to warrant a second car.

Group 44 never received the credit it was due for its role in the history of Jaguar. In Sir John Egan's biography, *The Will To Win*, Group 44 received one page; TWR received two chapters. In *Jaguar: Rebirth Of A Legend*, Tullius and company received half as much space as that devoted to a V12 powerboat.

"Many members of the press, especially the British, frequently refer to Jaguar's return to Le Mans as the time when Walkinshaw went there," says Tullius. "It pisses me off. As soon as they started talking about Walkinshaw, they never said another word about us. It's as if we never existed."

"There is a vast difference between racing modified production-based vehicles and fully factory-supported machines."

JACK MILLER, ASTON MARTIN PRIVATEER

ASTON MARTIN NIMROD: THERE'LL ALWAYS BE AN ENGLAND

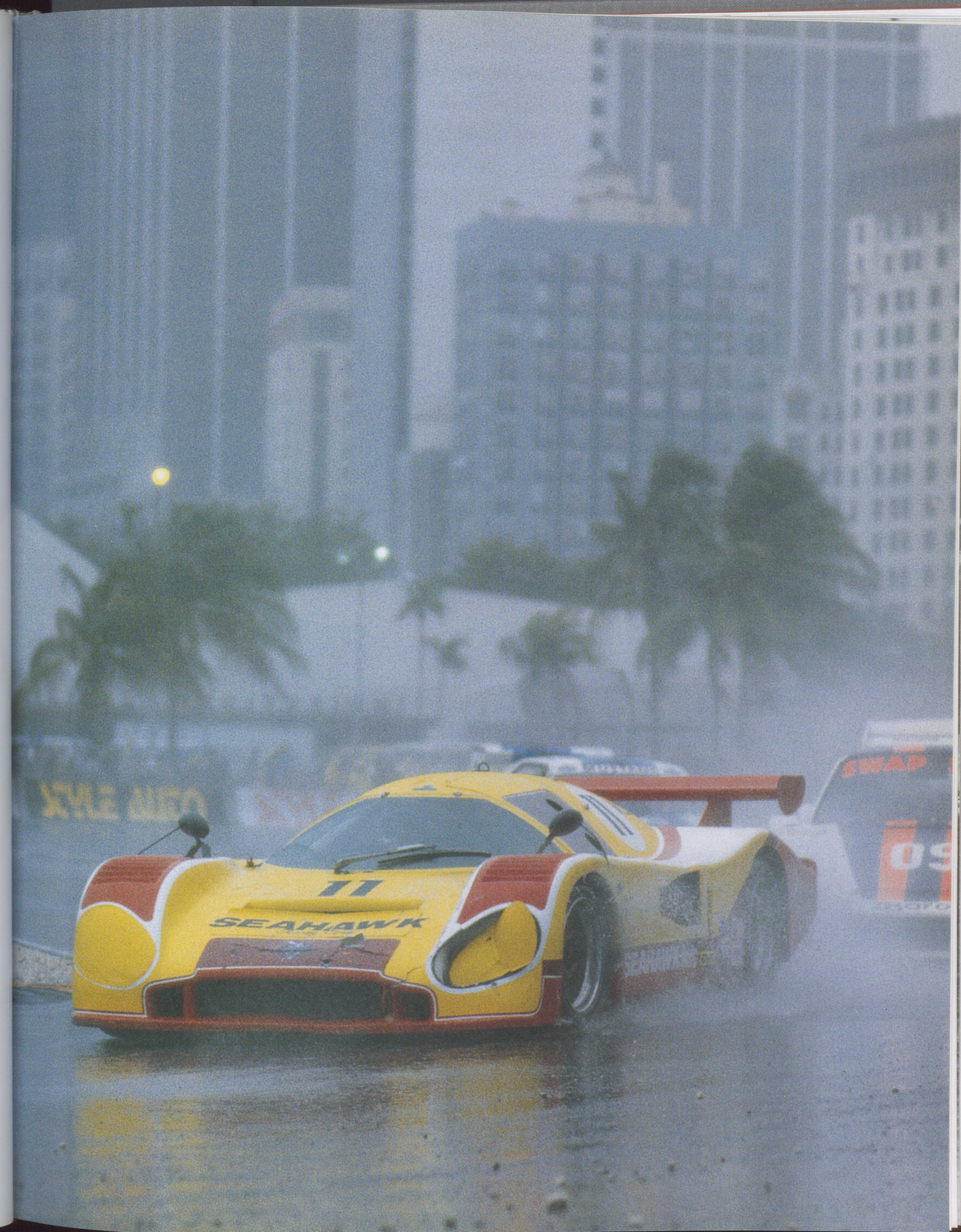
In 1977, Robin Hamilton, a British Aston Martin dealer, entered a modified Vantage V8 at Le Mans that finished third in class and 17th overall. When the FIA announced the new Group C class for 1982, Hamilton decided to take up the challenge on Aston Martin's behalf. With considerable enthusiasm and salesmanship, he enlisted the support of Victor Gauntlett, chairman of Aston Martin Lagonda Ltd. and Pace Petroleum, and Peter Livanos of Aston Martin's American retail sales subsidiary. Named Nimrod after a biblical hunter, the car used a modified Lola T-600 chassis and a stock-block, normally aspirated four-cam Aston Martin aluminum V-8 engine supplied by the factory's Tickford research and development facility.

The Nimrods were overweight and underpowered and had no ground effects, making them noncompetitive in European Group C racing, so Hamilton brought two of them to Daytona in 1983. The team looked sharp, with coordinated uniforms, jackets, and transporter. Chassis No. 003 became car No. 21 with Drake Olson, Lyn St. James, and Canadian John David Graham driving, the latter bringing along Moosehead Beer money. Pepsi-Cola sponsored the second car, chassis 002 carrying No. 11, with Darrell Waltrip and A. J. Foyt as drivers. After No. 11 retired on lap 121, Foyt moved over to join the winning Henn team at midrace. No. 21 completed 208 laps to finish 44th. Both cars' retirements were caused by failed engine components.

Both Nimrods started the Miami GP, but the race went only 27 laps before being stopped altogether. Doc Bundy and St. James were paired in No. 22, and Victor Gonzalez and Olson shared No. 11, which, thanks to Gonzalez, carried sponsorship from Seahawk boats. Both cars finished in the money, with Gonzalez 13th and Bundy 20th.

Sebring 1983 was the year of the big upset, one that could have been even greater if 003 had finished higher than fifth. But the trio of Olson, St. James, and Reggie Smith spent too much time in the pits correcting loose bodywork and adjusting mirrors aimed at the clouds, which caused Smith to think he was seeing engine smoke.

At Road Atlanta, Jack Miller, an Aston Martin enthusiast from Pittsburgh, met with Hamilton to discuss Miller's racing aspirations. They arranged a test session for Miller in April at the Riverside 6 Hours, where the car was a DNF before Miller could get any race time. Miller nevertheless agreed to buy chassis 002 plus spares, and Hamilton agreed to transport the cars.



OPPOSITE: Victor Gonzales drove one of two Aston Martins that competed in the 1983 Miami Grand Prix. Here Gonzales leads Preston Henn's Porsche 935 through the torrential downpour. Because the race was shortened by rain, co-driver Drake Olson did not get a chance to drive. Gonzales finished 13th. (Hal Crocker)

LEFT: Doc Bundy practices on the temporary street course for the Miami Grand Prix on February 27, 1983. He finished 20th in the rain-shortened race. His co-driver, Lyn St. James, did not get a chance to drive. (Hal Crocker)
RIGHT: Lyn St. James is shown at the wheel of the No. 21 Aston Martin Nimrod at Daytona for the 24 Hour race that was held three weeks earlier. She co-drove with Drake Olson and John David Graham, who brought the Moosehead Beer sponsorship. The car retired with engine failure after 208 laps. (Hal Crocker)

Miller's first start was on Memorial Day at Lime Rock, where he stayed out of trouble for one hour before being relieved by Mike Brummer. Brummer was in turn relieved by Olson, who was running third with 37 laps remaining when the engine let go. This led to a rift between Miller and Hamilton because Hamilton wanted Miller to pay for a new motor. Miller countered that Olson was Hamilton's driver and that Hamilton should pay for the motor. The team was further split when Hamilton presented Miller with a bill for race preparation, charges that were originally listed as part of the purchase price.

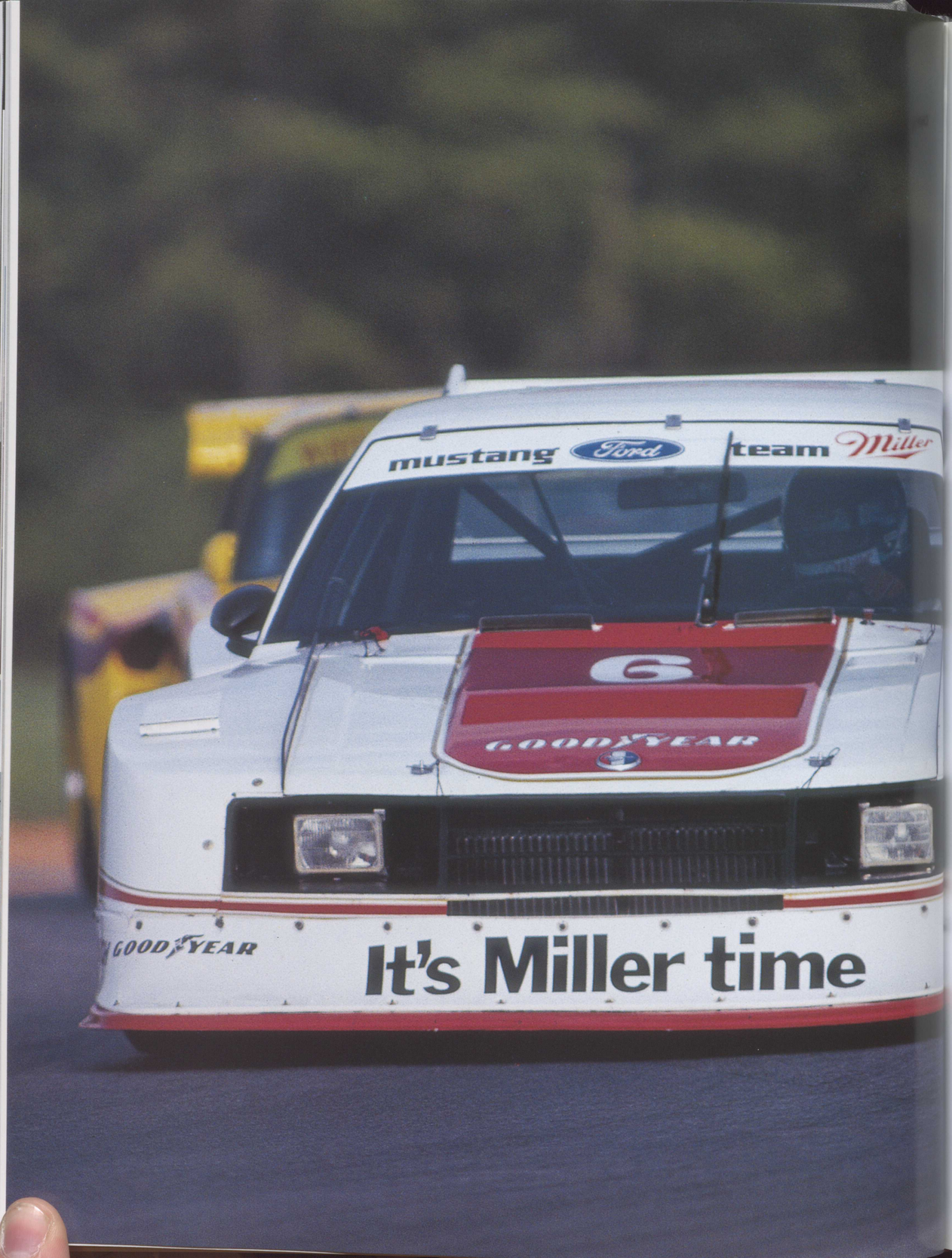
Miller took 002 and formed his own race team, which he called Performance Motorcars Inc. (PMC). Jim Abramowicz was brought in as crew chief, with Colombian Carlos Ramirez co-driving.

Three Nimrods started the 1984 Daytona 24 Hours. Sponsored by Bovis, an English construction company, 004 had an updated body with partial ground effects and consequently was the fastest of the three. As car No. 28, it started seventh and finished 16th, with Ray Mallock, Olson, and John Shelden driving. Nimrod 002 started 23rd and finished 49th (out of 82 starters), with Miller, Ramirez, and Vicki Smith driving. Car 005 started 26th and finished seventh, with John Cooper, Bob Evans, and Paul Smith driving. After the race, Miller bought 004's updated bodywork to install on his 002. Hamilton returned 004 and 005 to England, leaving Miller to carry the Aston Martin torch for the rest of the IMSA season. Ramirez wrecked the car midway through the Miami race, forcing the team to miss Sebring, Road Atlanta, Riverside, and Laguna Seca. Except for a DNF at Mid-Ohio in June, the team passed up or failed to qualify for every other race on the 1984 schedule.

With no factory support, Miller did the best he could in 1985 but didn't make a race until Lime Rock on Memorial Day. With Ramirez (and his money) out of the picture, Miller drove solo, starting 12th and finishing 10th. Two weeks later at Mid-Ohio, he started last and finished 16th, but in both cases he was so far behind the winners that some DNFs completed more laps than he did. That was it until the Columbus race in October, which was the final Nimrod appearance in IMSA. Miller finished 15th, 59 laps down and the last car still running.

Miller still has the car and often runs it in vintage races.

LEFT: Darrell Waltrip and A. J. Foyt (shown in the car) drove the No. 11 Nimrod at Daytona in 1983. The car dropped out with engine failure on lap 121. Waltrip was then the reigning Winston Cup champion and carried Pepsi sponsorship on his No. 11 Junior Johnson–owned Chevrolet. (Hal Crocker)
BELOW: The Bovis-sponsored Nimrod was the fastest of three Aston Martins that entered the Daytona 24-Hour race in 1984. The improved aerodynamics of the revised body created partial ground effects. The car qualified seventh and finished 16th, driven by Ray Mallock, Drake Olson, and John Shelden. (Hal Crocker)



"It was very difficult to develop the chassis because you never ran long enough to really understand what the car wanted. It was not a nice car to drive at all because of the heat."

BOBBY RAHAL, TEAM DRIVER

FORD MUSTANG GTP: TOO MANY COOKS, NOT ENOUGH HORSES

At the end of 1970, all American auto manufacturers ceased open support of racing. Ford lost the most. Within a matter of a few months, a decade of achievement was discarded as though it had never happened. Ford of Europe, however, continued in endurance, rally, and sedan racing and, with Cosworth, developed an F1 motor that powered winners through 1983.

Michael Kranefuss ran Ford's European racing operation. He raced touring cars in the 1960s for Zakspeed, a German speed shop specializing in Fords, and later joined Ford's German racing program. In 1976, he was named motorsport director.

Ford's return to racing in the United States was because of Walter Hayes, Ford's vice president of public affairs, Europe. When Hayes was transferred to Dearborn, Mich., he put his beliefs into action.

"Hayes called me in the summer of 1980 to ask how they should set it up if Ford was going to get back in racing," says Kranefuss. "Three days later, they made me an offer. In the fall of 1980, I came here, made some plans, hired some people, and basically we started getting back into racing. Our role was threefold: First of all, get the company back into racing. Secondly, develop low-volume specialty high-performance-type vehicles. And third, set up a parts and merchandise system. All of which we did."

In 1981, Kranefuss was named director of Ford's Special Vehicles Operation (SVO). One of his first moves was to call Erich Zakowski, founder of Zakspeed. Zakspeed's success in racing the Ford Capri in the European Touring Car series with Klaus Ludwig as driver dovetailed perfectly with Kranefuss's objectives.

"To get back into racing, you can't really sit back for five years developing everything that you need, or even two years. We needed some kind of excitement very quickly," says Kranefuss. "And that's what we got. We took the European Capris, rebodied them as Mustangs, and raced them virtually unchanged in IMSA, with some degree of success.

"We needed an American operation to do the actual at-track part of the operation. We talked to some people, and Bill Scott and Tom Milner had a halfway decent facility. They had a race track [Summit Point, W.V.] right next to their building and were philosophically more in line with what this car was, so they ran the cars for us."

Even though Miller Beer had gained a lot of publicity from the so-called Miller Mustang GTX, which Ludwig drove in 1981, it didn't renew its sponsorship for 1982, so Ford decided to put its own name on the

OPPOSITE: Ford got serious in 1981 with the GTX-class Mustang. The car was a Capri with a new nose that was brought over from the European Touring Car series. Bill Scott Racing fielded the car, and Klaus Ludwig drove it. Although the car was competitive in sprint races, it was at its design limits to compete with the newer GTP cars in 1982. (Hal Crocker)

OPPOSITE: The rain at Road America in 1983 kept the Mustang GTP cool, and its fragile motor survived. Ludwig and Tim Coconis won in No. 06 by more than two laps. Rahal and Geoff Brabham were third in the No. 6 car. (Ford Motor Company)
LEFT: As IMSA developed the AAGT series in the mid-1970s, the only Ford to compete was this Mustang, built and driven by Charlie Kemp. It was no match for the Lee Dykstra–designed Chevrolet Monzas. The car is shown at Mid-Ohio in 1977. (J. A. Martin)

Mustangs. Ford SVO persuaded Roger Penske to release Rick Mears and Kevin Cogan when they weren't running his IndyCars. The first race on their limited schedule was Round 3 at Road Atlanta in April, but the car assigned to Mears was destroyed when oil from a blown engine ignited on the red-hot turbo while Cogan was testing it the Wednesday prior to the race. Cogan saved the day, however, by starting fifth and finishing third in the race. Ludwig was a DNF after starting third in the sole remaining car at Laguna Seca in early May while the Penske teammates were at Indianapolis. Mears finally got his chance to drive at Brainerd in July, starting fifth but failing to finish. The team had two cars for its final race of the season two weeks later at Sears Point, where Ludwig led flag to flag and Mears didn't finish after starting fifth.

At the end of 1982, Zakspeed took over the GTP program, and Zakspeed USA was opened in Livonia, Michigan, in space leased from Jack Roush Racing. In February 1983, they formed Zakspeed/Roush. Through Roush, Zakspeed came to a better understanding of American racing. Through Zakspeed, Roush gained access to a higher level of technology. Ian Dawson was named team manager, with Alan Smith as general manager.

Bob Riley, former Saturn rocket engineer and designer of A. J. Foyt's Coyote IndyCars, was brought in as chief designer. "Zakspeed had been running in the German Touring car championship, which at that time were short, 12-lap races," says Riley. "So he [Zakowski] had a Capri brought over with the Ford 1600 engine that was turbocharged. We brought it to a certain stage, then they decided they wanted a GTP car.

"There was a bit of a battle over whether it should be a front-engine or rear-engine car, and Ford decided that since they didn't make any rear-engine cars, it should be front engine."

Zakspeed had a separate prototype. "They had made an all-aluminum front-engine GTP car," recalls Alan Smith. "At the time, the aerodynamics were extremely good. It created a lot of downforce but was still a slippery shape. It wasn't finished to the highest standard; it was pure prototype. Technical Director Al Turner went to Germany and looked at what was offered. The car was shipped to America for wind tunnel tests. Bob Riley came back with his eyes enlarged because of the aerodynamic capabilities of the car. So when Mike [Kranefuss] wanted to do a razza-ma-tazz with Ford Aerospace on the carbon fiber, Bob basically copied all the design concepts of that car."

Work on the Riley design began in late fall of 1982, with fabrication by Roush/Protofab. Protofab was Gary Pratt, Bob Irvane, and Charlie Selix. Riley's design had begun as an aluminum honeycomb, but the decision was made to go with composites. "When you see the straight panels, you can tell it started life as a honeycomb. If it had started as a carbon, it might have been more rounded," says Riley.

Ford Aerospace provided the carbon fiber components. "That's where Ford got in the way, because Ford

There was never a question of the speed and incredible ground-hugging capabilities of the Mustang GTP. Ludwig set a new record for the pole position at Road Atlanta in 1984 but was the tenth car out. (Hal Crocker)

LEFT: Despite being a full-time driver in the CART series, Bobby Rahal relished the challenge of racing sports cars. He felt it taught him patience that resulted in his being around at the finish, an important factor in earning his three CART titles. He competed in select GTP events through 1988 and was successful in a wide variety of cars. (Hal Crocker)
RIGHT: The advantage of locating the motor in the front of the car is that the rear can house massive air tunnels that provide the ground effects that aerodynamically press the car to the track. At left, Bobby Rahal waits for the start of the race at Riverside. (Cliff Morgan)

would try to get as much out of their involvement as they could." says Riley. "The way the funding was set up, all the divisions had to give Mike money, so they all wanted some say in it."

The front-engine layout allowed Riley to design for maximum downforce. The tunnels made up virtually the entire rear of the car. "That was a very good car as far as the chassis went," recalls Roush fabricator Rich Reichenbach. "The basic principle the car was built upon—that is, the carbon tub GTP car—was ahead of its time. It was very well constructed.

"If you looked at the motor, it looked kind of delicate. The bolts were small. The belts always seemed to break. They kept running the same configuration race after race, and they'd keep breaking the same thing. That was the weak link in the whole thing."

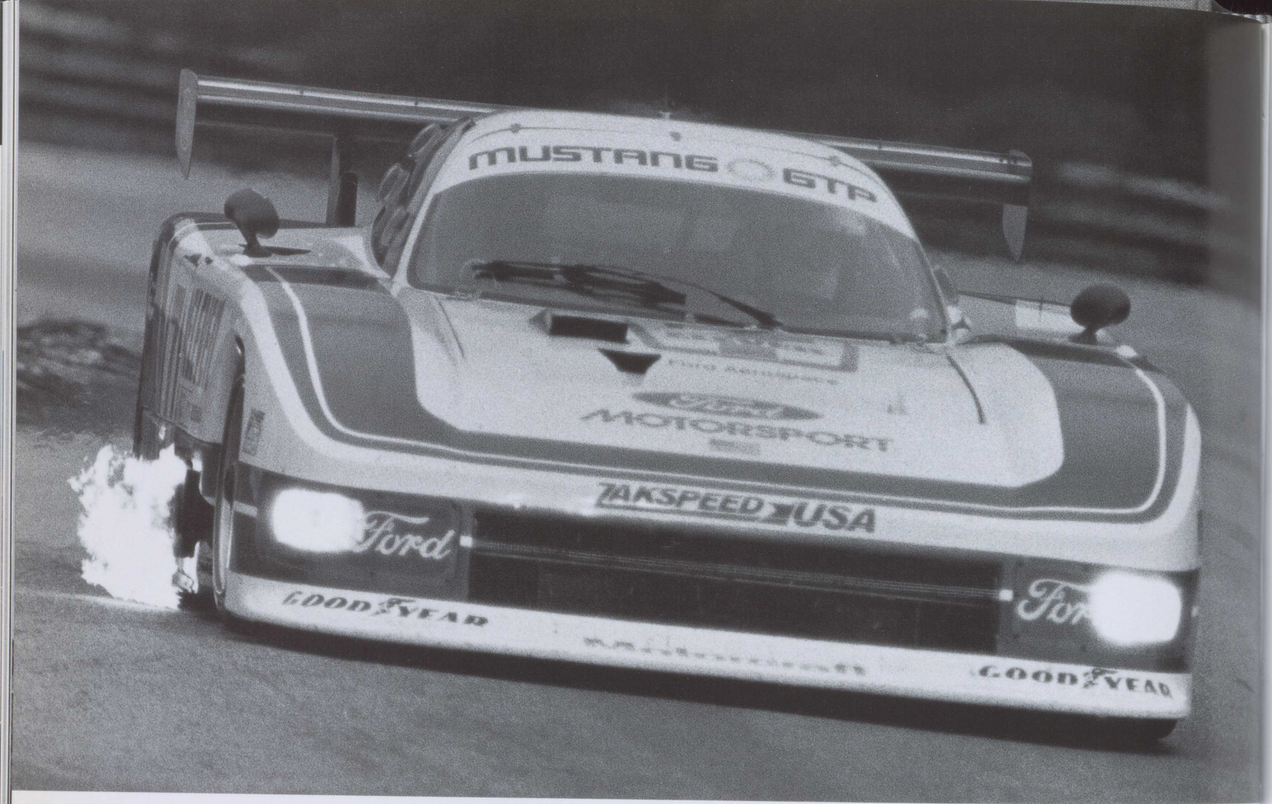
Ford's BDA (belt drive auxiliary) motor was built for rallying in the late 1960s. "We just started running with low boost, about 70 to 75 inches," says Gary Pratt of Protofab. "For sprints, we would run about 85 to 90 inches. At maximum boost, this translated to 550 to 600 horsepower."

"This was the first vehicle Ford Aerospace ever built that stayed on the ground," says Pratt. "Bob gave them all the chassis loads. Then they designed it. A lot of them were excited about it because after they built it, they could actually see the thing do what it was built to do. The biggest problem was fastening things to it. It was real time-consuming bonding onto the composite."

The first public showing was a press conference at Dearborn before the 1983 Detroit Grand Prix. Afterward the car was tested at Mid-Ohio, with Bobby Rahal driving. The car was designed with the shift lever to the left of the driver. This was not a problem for Ludwig, but it was for Rahal. The shifter was moved to the traditional right side of the driver. A second car was finished two weeks later.

"The first test wasn't that successful," says Pratt. "We split an exhaust system and actually caught the tub on fire. We got the fire out, but the core was Nomex honeycomb, so the core continued to burn and melt inside, but you wouldn't know it because the skin was still there."

Ford was ready for the Budweiser 500 at Road America in August. Ludwig was with Tim Coconis in No. 06,



and Rahal was with Geoff Brabham in No. 6. Ludwig qualified No. 06 on the front row, and Brabham was fifth fastest in No. 6. As the race began, so did the rain. The superior ground effects kept the Mustangs in contention, while the slower speeds and cooler ambient conditions saved the motors. "We almost weren't running because the electricals were getting wet," recalls Rahal. "It's a miracle we made it to the end." The rain forced the race to be stopped at 115 laps, with Coconis taking the checker first and Brabham two laps back in third.

Reality returned at Pocono. Ludwig went eight laps before the car was done. Ludwig and Rahal started on the front row at Daytona, but their race lasted only 53 laps.

As technical director, Al Turner tried to improve the motor. "I was more technically oriented than Michael, so consequently we were at odds," says Turner. "He would never let us open up the motors to see where the failures were. He wouldn't let anybody touch them outside of Zakspeed, and I don't think they were technically competent to do it. We actually took some stuff apart and marked them, and they were sending them back welded up as brand-new motors. We were told to leave everything alone because they knew all about it.

"But finally they agreed to give me a copy of the design information. They sent me this package, and it was all in German, so I sent them out and had them translated, and it turned out to be a thesis for an engineer's master's. Michael went ballistic. He wanted to know why I had that translated. I told him I couldn't sign off on it unless I understood it, and I was gone out of there after about a month. To this day, I don't know the compression ratio or how much boost they were running, and I was in charge of the program."

"We built three cars," says Riley. "The third one was secretly built in Jack Roush's place for one of Roush's V-8s. We were working for that, and when Zakowski found out, he hit the ceiling, so it never got to run with a Roush V-8."

"Basically, Jack wanted to get hold of the program and get rid of the Germans and have the whole program for himself," says Smith. "But the problem for Michael was that it would be back to square one. At the time, Ford was not interested in going two-valve V-8 in GTP racing. Their policy at the time was four-valve turbocharged. They wanted a higher-tech image, and that came down from Red Poling, Michael Kranefuss's boss. It should have been a non-issue, but people wanted to

OPPOSITE: Routing the exhaust of the front-mounted engine in front of the driver created a problem because there was no way to reduce the withering amount of heat it created in the cockpit. That tremendous heat caused driver fatigue whenever the motor lasted long enough for it to be a problem. (Hal Crocker)
RIGHT: Michael Kranefus, head of Ford's racing program, confers with one of his drivers, fellow German Klaus Ludwig. (Ford Motor Company)

go in a different direction, and Mike had 15years of getting the job done.

"Erich Zakowski also had a monumental ego, and his ego wouldn't allow us to get a contract with Cosworth and do a decent engine for the program. If he had gone along with it, Ford would have it in a heartbeat. But that's what nailed the program. We just couldn't get reliability out of the engine."

The carbon fiber chassis was also a problem. "It was not fit to be raced," says Smith. "Ford Aerospace did not have a clue about the stresses and strains of a race car environment. We had shock absorber heads pulling out of the chassis on the banking at Daytona. We had the gearbox pulling studs out of the rear bulkhead on the thing because it couldn't stand the stress."

The Mustang GTPs ran 11 races in 1984, with sponsorship from the 7-Eleven stores. Not entered in the Daytona or Sebring endurance races, Ludwig was a DNF at Miami (31 laps), Road Atlanta (47 laps), and Riverside (74 laps). Entering two cars at Laguna Seca gave the Mustangs two more DNFs with Ludwig and Bob Wollek, followed by three more at Charlotte (Wollek), Watkins Glen (Ludwig), and Portland (Ludwig). The highlight of 1984 came in early August at Sears Point, where Ludwig finished fifth. Ludwig and Rahal were paired in No. 7 at Road America, where they started third but went out after 83 laps. Both cars ran at Michigan (Ludwig in No. 7, Rahal in 06), but neither finished. Ludwig and Tom Gloy (No. 7) started fifth and finished fifth in the season finale at Daytona, but Brabham (No. 06) was a DNF, making only 15 laps.

"The mistake I made was not putting power steering in it," says Riley. "It had so much downforce, they couldn't turn the wheel."

"We had a huge discussion, and some of our people were convinced that a front-engine car would be the way to go," says Kranefuss. "I shouldn't have listened, but I did. It was quite a quick car when it was balanced, but when the fuel tank ran out of weight in the back, the car became almost undrivable. It was the worst thing I've ever been involved with in terms of a car. It had cooling problems. It had many, many problems."

The Mustang GTP was a classic "could have been." If only Zakowski had allowed a properly developed motor, if only an expert in carbon fiber had built the tub, if only all the players had had the same objective.

"They didn't do anything great, but they did everything well."

PAT SMITH, DYSON RACING

PORSCHE 962: PERFECTION ON FOUR WIDE TIRES

Every Porsche race car is a direct descendent of the Porsches that preceded it. Parts pass from one design to the next, from one winner to another, in a continual line that allows innovation in one area to succeed in others. No car begins as an isolated design, and each has the heritage and parts of past achievements. It is a simple philosophy that has brought success through 356s, 911s, 917s, and 935s.

With each model, Porsche built a catalog of proven components that designers could draw on in developing new cars. And it was on that catalog that Porsche designer Norbert Singer developed the model 962.

It was the ultimate customer car, so solid and easy to drive that it could be handled by either the talented amateur or the professional. It was started with a key and had a defroster. With the right engine management, the car could be driven on the street. Parts and service were provided by Porsche so the owner would have a contemporary racer without development cost. And it was available to anyone with enough cash.

The same philosophy was in the 935, the 911-based Group 5 race car that dominated in Europe, IMSA, and Trans-Am, winning every IMSA GT race but one in 1979 and 1980. The 935 was a solid race car that anyone could buy.

With the advent of the Lola T-600, the days of the 935 grew short. Several Porsche teams looked at ways to keep the 935 competitive, but it was clear that a true prototype was in order. Without a factory car, the first step was to incorporate the Porsche motor into a customer Lola or March. With this in mind, Al Holbert asked Alwin Springer to accompany him to England to assist in the installation of a Porsche motor in his March 83G. Springer was one of the three principals in Andial Motors, an organization founded in 1975 by three young German immigrants who worked at Vasek Polak's Porsche and Audi dealership in California.

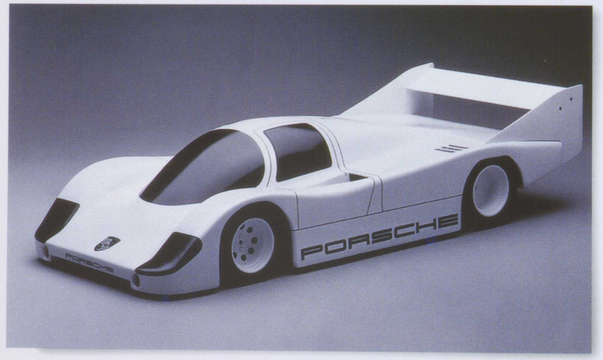
"Andial" is a loose combination of the names of Springer and partners Arnold Wagner and Dieter Inzenhofer. "Dieter was in the service department, Arnold was parts manager, and I started in racing," says Springer. "In 1975, we decided to open our own shop in Costa Mesa,[Calif.], and I'd say that immediately we were successful. I had been connected with the Porsche factory school since 1970, and during that time, I met a lot of people who moved up through the ranks during the last 15 years, connections we never really left or broke off."

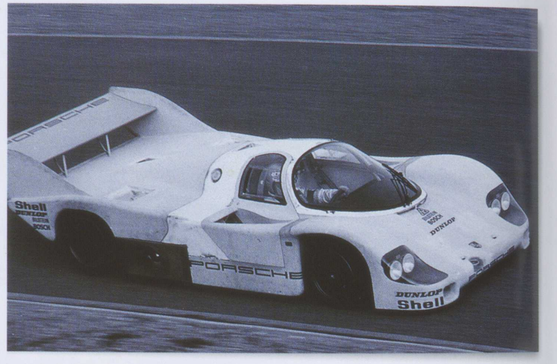
After Preston Henn's Andial-tweaked 935 won the 24 Hours of Daytona in 1983, Andial was asked by Gianpiero Moretti to do the same for his Porsche-March. Al Holbert went on to win the 1983 GTP title in a Porsche-March 83G engineered and modified by Andial.

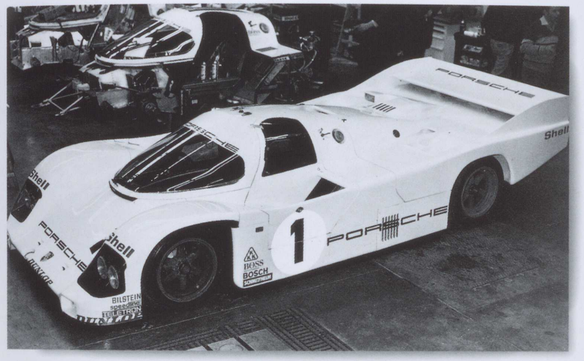
Weissach had designed the 956 for European Group C competition. The aluminum monocoque

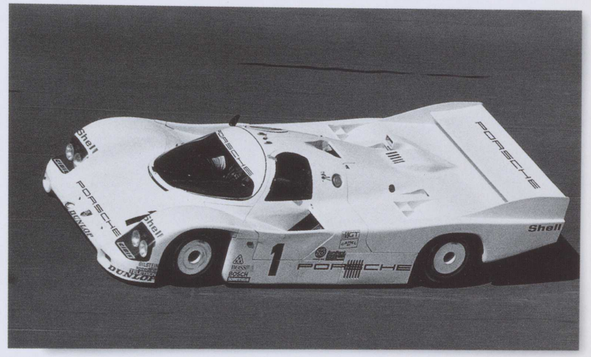
OPPOSITE: The sensational Porsche 962 made its debut at Daytona in 1984, just two weeks after it had been completed. Mario and Michael Andretti qualified the car on the pole. Before the start of the race, it was the center of attention. (Hal Crocker)

THIS PAGE: In the original concept for the 956 NACA, air inlets were to feed air to the side-mounted radiators. Shown here is the 956 wind-tunnel model and an early prototype in testing. (Werkefoto Porsche AG.)
OPPOSITE RIGHT: The first 962 was completed in January 1984. It was an evolution of the hugely successful 956 from the European Group C series. The primary change was that the front wheels were moved forward to comply with IMSA's rule that the driver's feet be behind the front wheels' centerline. (Werkefoto Porsche AG.)
OPPOSITE FAR RIGHT: The Andrettis' pole-winning 962 on the banking at Daytona in 1984. (Hal Crocker)









chassis/integrated roll cage—a first for Porsche—was mated to a type 935/76 2.7-liter 24-valve flat six with twin KKK K.26 turbochargers.

The 956 made its debut in 1982, taking the top three places at Le Mans. The season concluded with Jacky Ickx earning the Group C driver's championship.

From the time the 956 was introduced, efforts were made to bring the car to the GTP series. In 1983, John Fitzpatrick raced his J David–sponsored 956 at Road America, but in the Can-Am. A Porsche-powered Lola or March was not a permanent solution. "With Porsche, we've always made our reputation in winning the great endurance races of the world," says Bob Carlson, Porsche North America's public relations director. "Porsche wanted a car to compete in GTP and worked with IMSA to conform with their rules to build a car for that series."

The major hurdle was the non-negotiable IMSA rule that the centerline of the wheels must be in front of the driver's feet. "We had another fight with Porsche over the placement of the driver's feet," says John Bishop. "They were very reluctant to change, for their own reasons, and we finally flat-out told them that we weren't going to accept the car—we weren't going to make any exceptions for them. If they wanted to race with us, they had to put the driver a little farther back. I'm glad we did that, for there were a lot of feet that were knocked off in Europe that year. We had several accidents, but we didn't have any serious foot problems."

The solution was reached in 1983, when Porsche moved the front wheels five inches forward and shortened the nose to retain the overall length. Derived from the 956, the 962 had a 12-liter fuel tank with a quicker refueling system allowed by IMSA rules. The 962 used a single-turbo 2.8-liter, two-valve per-cylinder, air-cooled motor.

Holbert and Springer went to Germany to assist in the design, but none of their input was considered. "What the guys did over there, contrary to advice we gave them, was to build a car with low downforce and a 2.8-liter engine, which was good for high-speed circuits," says Springer, "but it was not good for the race tracks over here, where you need a lot of downforce."

The first 962 was completed in January 1984, two weeks before the Daytona 24 Hour race. Mario Andretti qualified the car two seconds per lap quicker than the second-fastest car. Mario and his son, Michael, easily led until a transmission problem, followed by a crankshaft problem, put them out.

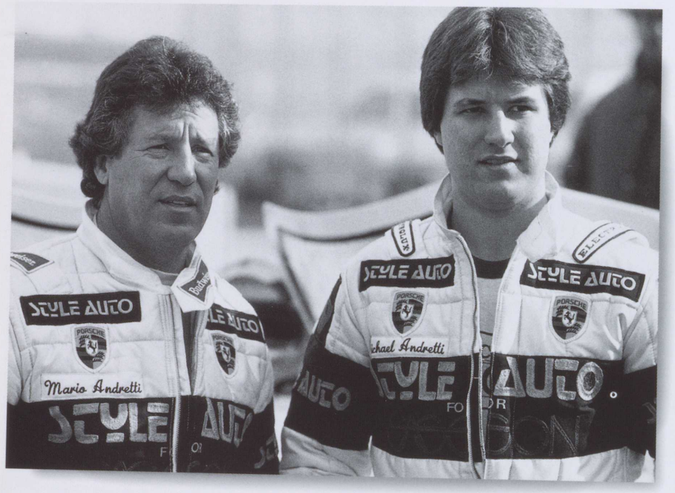
Daytona had been a factory effort, but Porsche had no intention of putting a factory team in IMSA. "Porsche lacks the budget to write off a racing program as advertising or product development," says Tom Seabolt, former team manager at Holbert Racing. "After inception, a program has to be self-sustaining, with consulting and parts replacements providing sales inputs. Porsche had to have a car that met the needs of customers."

The 962/101 was delivered to the Bayside team in time for the April 1984 Riverside 6 Hour. Bob Akin and Holbert received the /102 and the /103 for Charlotte in May, with the first 962 victory coming at Mid-Ohio in June with Holbert and Derek Bell. By late summer, Henn received the /104, and by year's end, Jim Busby received the /106.

In September 1984, the business partnership between Porsche Cars of North America and Volkswagen of America [VOA] was terminated. Josef Hoppen of VOA headed the motorsports program for VW/Porsche until the separation and maintained the status quo with the race teams until a permanent director for Porsche could be selected. By the end of the year, Al Holbert was offered and accepted the position. Besides racing and selling Porsches, Holbert would oversee all Porsche competition in North America, including development of the 962s for the competitors of Holbert Racing.

At season's end, a second 962 version was offered, the 962/71. One hundred pounds heavier, it used the 3164 cc motor, which could produce more than 700 horsepower on 2.4-bar boost. "Immediately when we got the car, we changed it over," says Springer. "We couldn't get the Bosch Motronic electronics because they [Porsche] were not completely pleased with our changes on it. We moved the intercooler from the door to the top of the engine because the way for the turbos to reach it was way too long. We made an opening in front of the wing for the intercooler air, which everybody said was not possible, but it proved very successful. We changed from a KKK to a Garrett turbo." By putting the intercooler closer to the plenum, piping was reduced and so was throttle lag.

Five different 962 teams won 14 of the 15 1985 races. Holbert, with nine victories, won the driver's title. Porsche was No. 1 in both halves of the manufacturer's



OPPOSITE: Porsche's designer, Norbert Singer (left), was the creator of the 962. He is shown here in a 1995 photo with Andial's Alwin Springer, whose company prepared the dominant engines for the IMSA Porsches. (Hal Crocker)
LEFT: Mario and Michael Andretti drove the 962 in its race debut at Daytona. They qualified the car on the pole and led easily until gearbox problems prompted the factory to withdraw the car on lap 117. (Hal Crocker)

standings, chassis and engine.

The 962 was a formidable race car despite its inherent chassis flexibility. "It was always a wonder how such a flexible chassis worked so well," says Jim Bailie of Brumos Porsche. "The cars were not horribly difficult or vicious to drive. But the thing that bothered me about it was that it was so flimsy. You hit something head-on in one of those things, and there's a problem. The chassis was just not much there. The cars were so big, but if you stripped them to the tub, there was nothing there."

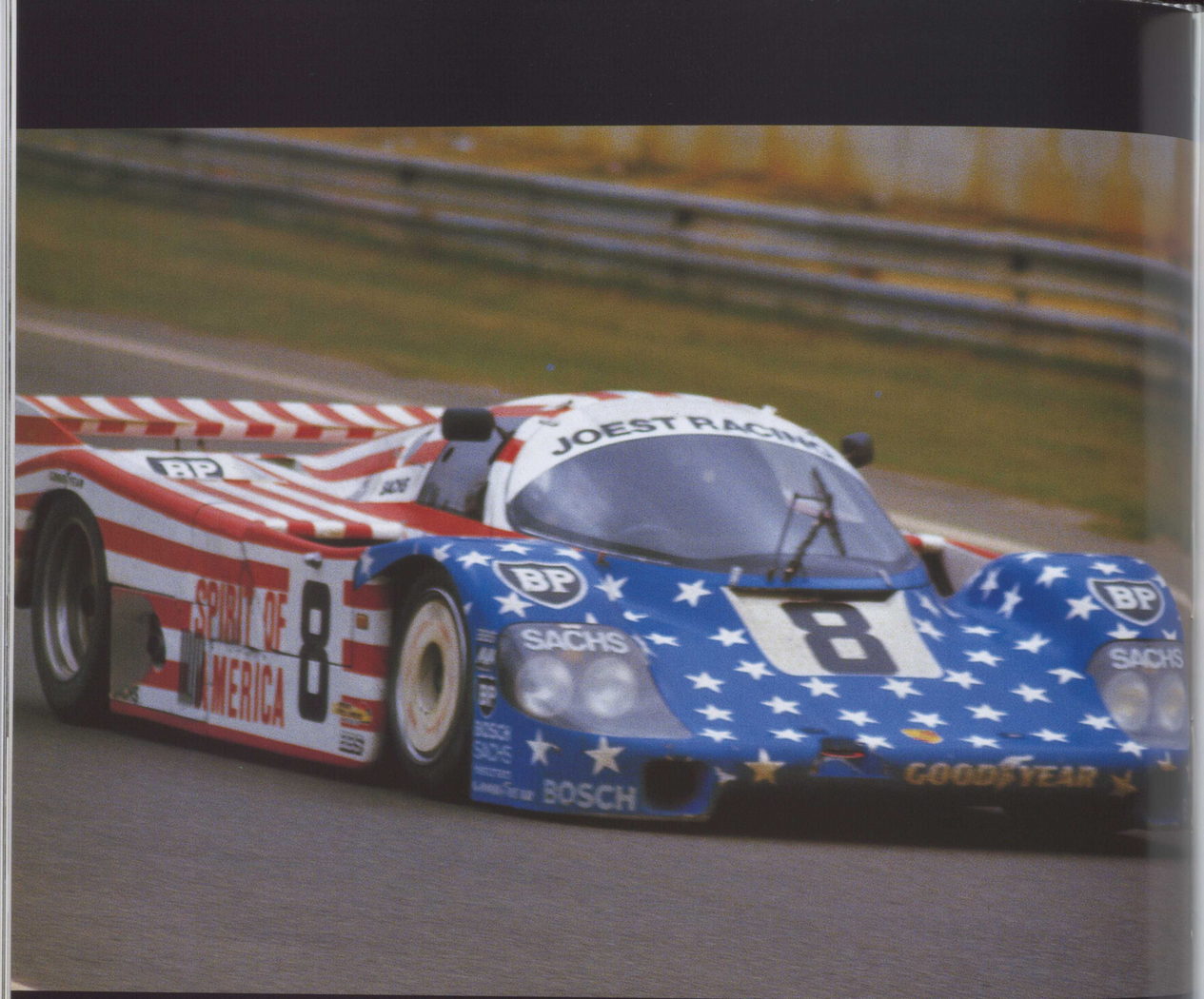
In 1985, Stuttgart made a decision to cease 956/962 production. To fill the void, American constructors Fabcar, Jim Chapman, and Holbert Racing made their own tubs. Fabcar tubs were to Stuttgart specifications, while the Chapman tubs were composite, with altered mounting points. At first, the factory did not recognize them, but as unfilled demand forced teams to go to nonfactory 962s, Weissach relented, adding them to the official list but with a separate designation for each. The Holbert cars were 962/HR-01, /HR-02, and /HR-03. Chapman built 962/C-01 and /C-02, while Fabcar built 962/F-01 and F/-02. Over time, the designations became vague; a chassis would be built by Klym but assembled by Holbert, or Fabcar would repair so much of a factory-built 962 that only the designation plate was left of what was sent over from Germany. The policy of the company was that if any part of the original car was left, it could be "rebuilt" and retain the original chassis designation. One Fabcar "rebuild" for a European team started with only the upper section of the original roll cage and ended with a repaired original car.

Porsche prevailed again in 1986, and Holbert was again GTP champion. That year, 962s won 12 of the 17 races and the manufacturer's title.

For the next year, IMSA reduced the 962/71 motor from 3.2 to three liters. In response, a new motor was developed, the 962/72. In 1987, 962s won all but three races and another GTP manufacturer's title.

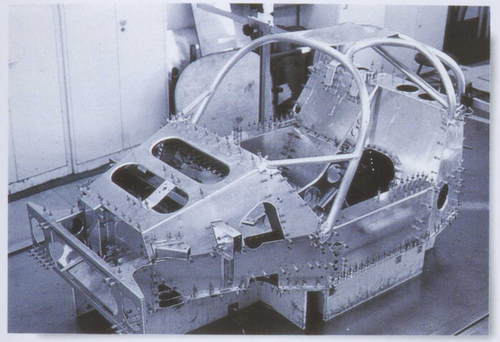
By 1988, the competition had caught up to and passed the 962. Nissan won nine races to three for Porsche, but with so many cars in the field, Porsche took another manufacturer's title.

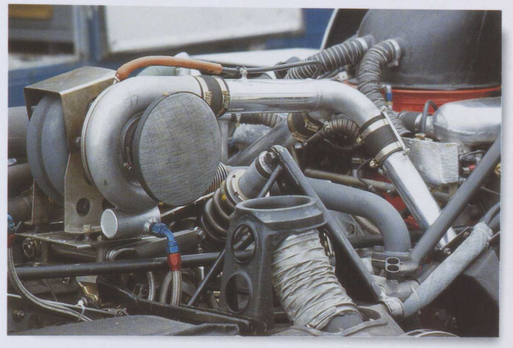
Porsche's strength was its support of the private teams. It had the Porsche tractor/trailer rig, affectionately known as the "Fuck Truck" because of the high prices, which traveled to every race to sell parts to the 962 racers. But



ABOVE: A typical customer 956, the Joest 956 of Americans George Follmer, John Morton, and Kenper Miller, started 11th and finished sixth in the 1985 Le Mans race. (Ken Wells)
FAR LEFT: Al Holbert recruited Springer to help him develop the Porsche motor installation for his March 83G. The car is shown here on Charlotte's banking in May 1983. Holbert went on to win the IMSA GTP championship that year. (Hal Crocker)
LEFT: By 1983 the heyday of the Porsche 935 was over, but this Andial-prepared 935 of Preston Henn won the Daytona 24-Hour race. The long sweeping fenders of the evolutionary 911 body shape shows the factory's efforts to match the downforce created by the purpose-built prototypes. (Hal Crocker)

LEFT: The core of the 956/962 was the aluminum tub. Later versions manufactured by Jim Crawford of California were made of composites and were much stronger. (Werkefoto Porsche AG.)
RIGHT: Power for the 962 came from the air-cooled, twin-turbocharged 962/71 motor. The factory favored the European 2.8-liter version that was lighter weight. The American teams were willing to take the weight penalty of the torquier 3.2-liter motor in order to run higher downforce aerodynamics. (Werkefoto Porsche AG.)





you could literally build a 962 off the parts on the truck. Also, Springer and his crew were at each race, providing technical assistance tailored to each team. "For the smaller teams, we had a box of goodies, and they decided what they could afford," says Springer. Andial provided the same technology as Stuttgart.

All the variations on the 962 could not hide the age of the design. "Little by little, we were falling behind," says Bailie. "There was some room for development left, but not much. It was time for a new chassis. Aerodynamics had fallen behind."

But Porsche's center of attention at that time was the 2408 IndyCar. "It was a highly visible series and had the most famous race in North America and arguably the world," says Carlson. "Porsche expertise had not been in single-seat race cars, and it was quite an undertaking. The car was a beautiful car, but it probably was not as good as it should/could have been." Porsche managed one win before the program was canceled.

From the beginning, there were rumors that the Indy V-8 would be the basis for a new prototype car, but no new V-8-powered prototype car was ever built. In Germany, a single 962 was modified to take the Indy V-8 but was never raced.

The single biggest blow to Porsche occurred with the death of Holbert in a September 1988 airplane crash. Porsche lost the director of North American operations, a valuable competitor and test engineer. And everyone lost a friend.

Because of the demand for a replacement chassis, the production line was restarted in 1988, and new 962s became available. "We were approached by the factory to build monocoques for the factory," says Klym. "It was March, Lola, and myself who were competing for the contract. They had seen what we had done, and it was a very basic thing they said: 'Here's what we want—can you do it?' The deal was they wanted one monocoque every two weeks. To start out, it was 600 man-hours to build a chassis. We got it down to 400." Fabcar made 19 tubs.

American Porsche teams pushed for support from Weissach. According to Drino Miller of Andial, Springer was lobbying as hard as he could to get help, improve the motor, and get a new car. He kept telling them, "We're going to lose if you don't do this."

"Well, we were still winning," says Miller, "but we

OPPOSITE: : Not all 962s came from Germany. The VIN plate for Rob Dyson's 962, designated DR2, was made in Georgia by Dave Klym's Fabcar. (Mike Fuller)
LEFT: The best of the best was the factory-supported Rothmans team, a 962 shown here in 1987 winning Le Mans. It was the sixth straight time for the 956/962. (Ken Wells)
RIGHT: To counteract a perceived lack of front grip, many teams, like the John Hotchkis Wynn's team, added a front wing. Later tests showed that this wing was effectively spoiling air to the rear wing, which decreased the overall downforce, but made the car feel more balanced. (Ed Clayton)

were winning by other people running out of gas or crashing, and we got so much luck, we ended up winning the championship, and the people in Germany are saying, 'Why are you complaining? You're winning all the races.' Well, they're 8,000 miles away. We were the ones in the battle. We could see that we were going to very quickly lose, and that's what happened."

When the Nissans started winning in 1988, Porsche offered the Group C water-cooled motor to the IMSA teams. "From the outside, the engine didn't look that much different," says Springer, "but the inside was changed. That engine, the turbocharger, camshaft, compression ratio were all made for the European circuits and gasoline. It was a major undertaking. Dual plugs in the 962, that was our doing. We even made a complete new piston."

Power was never a problem. "The engine had nothing to do with it," says Springer. "Our engine had enough horsepower. We had enough of everything. The only thing we could not compare to the Nissan and Toyota, or whatever we were running against, was to put the power on the ground. Our biggest problem was on the chassis side."

The water-cooled motor produced in excess of 740 horsepower, 50 more than the air-cooled motor. But the flat six had always been a handicap in designing the high ground-effect tunnels. The water-cooled motor, with the side exhaust, further handicapped the quest for more downforce.

The water-cooled motor had been the engine of choice for Porsche in Europe since the beginning of the 956 program. The air-cooled version used the Bosch Motronic 1.2 ignition system; the water-cooled version used the Bosch Motronic 1.8.

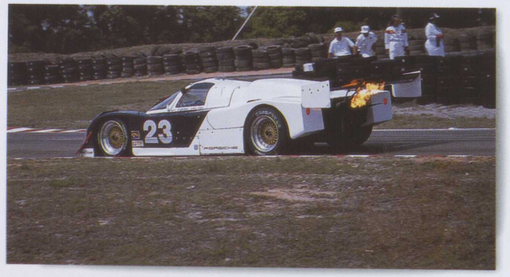
The first IMSA water-cooled motors appeared in 1988 with Bayside Racing. Rob Dyson Racing scored the first water-cooled victory at Tampa in 1990. Four months later, the German Joest team's 962 won the 1991 24 Hours of Daytona.

For most of 1991, Joest ran the only 962s. When Joest

OPPOSITE: The 962s reigned in 1985. Five teams won 14 of 15 races. The Group 44 Jaguar victory at Road Atlanta was the lone non-Porsche win. Al Holbert, shown here leading Jim Busby's 962 at Riverside, won his second GTP championship in 1985 and his fourth driver's title. (Hal Crocker)

LEFT: The longevity of the 962 encouraged designers to experiment with body shapes. Shown at Sebring in 1990, No. 23 of DSR Motorsports had a different way to end the body. The car was involved in an accident 39 laps into the race. (Ed Clayton)

RIGHT: The Porsche factory offered American teams the more powerful European Group C water-cooled engines in 1988 when the Nissans began winning. A water-cooled 962C did not win until the end of the 1990 season, when Rob Dyson's team won at Tampa. In this photo Hurley Haywood in Dyson's 962C leads Geoff Brabham's Nissan and the Momo 962 at Road Atlanta. (Hal Crocker)



skipped Topeka, it was the first time in the history of the GTP series that no Porsches were entered.

After Nissan and Jaguar left, Toyota was the only factory team in 1993. When Toyota skipped Road America, Joest sent two 962s for a 1-2 win.

Jochen Dauer's modified, street-legal 962 LM won the 1994 Le Mans, an open K8 scored a win at Daytona in 1995 for Kremer; and at Le Mans the Joest team won with an open WSC95 in 1996 and 1997.

The 956/962 was arguably the greatest endurance race car of all time. A 956 won Le Mans in 1982, the first of six straight victories. A 962 was the winning car in five out of seven Daytona 24 Hours, four straight Sebring races, and four GTP manufacturer's championships.

"From a marketing perspective, it was wonderful," says Bob Carlson. "It enhanced our reputation. In the 1980s, when sports-cars sales were at their peak, Porsche was achieving some of its greatest racing successes. It really helped solidify Porsche's reputation as the premier builder of endurance race-winning sports cars."

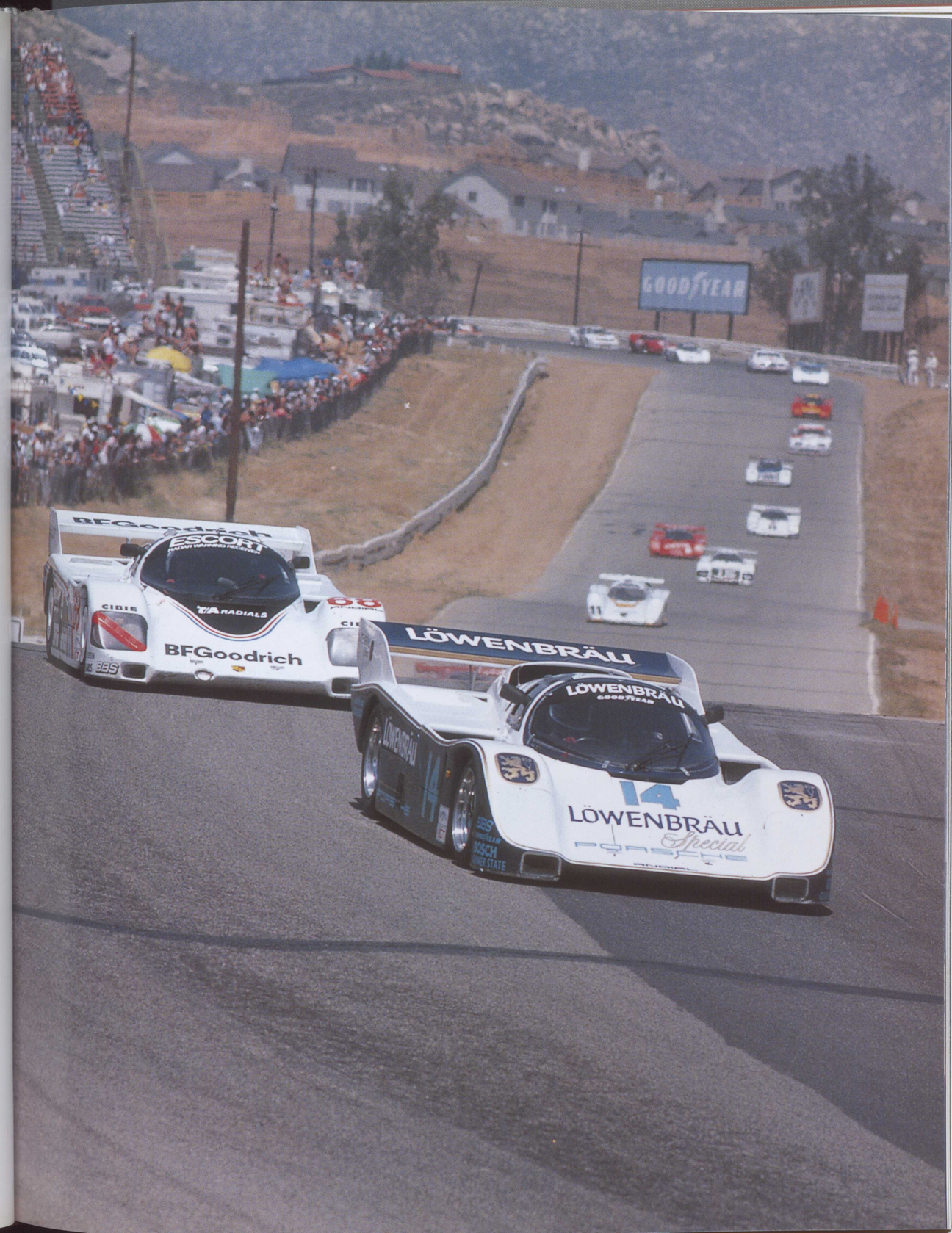
"It was very easy to drive a 962 at 90 percent," says Hurley Haywood. "It was when you tried to extract that last 10 percent—that's when it became difficult to drive. You could make a mistake with a 962 and save yourself."

"They had a lot of turbo lag, and compared to the Buick and the Corvette, they didn't have as much power," says Bill Adam. "But they'd go forever—they'd never break—which was infuriating when I drove other cars."

"Porsche has never been a super car," says Gianpiero Moretti. "It was good to win races, but to drive was not very exciting. You made many adjustments, and the car didn't change a lot. It was very difficult to make the car better."

"It was a very nice car to drive, very comfortable, like driving a street car," says Bobby Rahal.

"Nobody came close to Porsche in selling proven, race-prepared customer cars," says Bishop. "The Porsche folks would take their cars and wring them out on the Weissach test track, then turn the keys over to the owner, and 'Here you go, and we will bring parts to the track so you won't feel insecure.' They did a good job."



"I wasn't as fast as they were, but I was competent, and we had a lot of fun. And I think I was OK to work for, too. I paid my bills."

BRUCE LEVEN

BRUCE LEVEN AND BAYSIDE RACING: TURNING TRASH INTO CASH

Bruce Leven's first "GT" drive was a garbage truck. He started with a single truck in the early 1960s as the Seattle area began to grow. His company, Bayside Disposal, became a major Northwestern contractor, eventually expanding across the country. ¶Success gave Leven the money to pursue other interests. "I've always been a car buff and

finally had achieved a moderate amount of success," says Leven. "I decided I was going to go racing. I had collected some of the key milestone sports cars from each decade, and my '70s car happened to be a Porsche RSR race car, one of Peter Gregg's special models." Gregg taught him how to drive the car and how to think like a driver.

As GT racing entered the 1980s, everyone had his own Porsche 935 variation. Leven's new car was a copy of the factory under-2-liter 911 nicknamed the "Baby Porsche." Lacking power, "Baby" was designed for minimum air resistance. Leven's car had that same Baby shape with the power of the 935 turbo.

A "Porsche-or-I-don't-race" man, Leven in 1983 decided to combine a 935 motor with a Lola chassis. He bought tooling from the 1981 Cooke-Woods Porsche-Lola, and the Bayside team altered the cooling ducts and installed the motor in the chassis. To Leven, the name told the heritage. We thought, "What the hell—we've got a Porsche Lola; let's call it a POLO. So we had POLO written on the front of it."

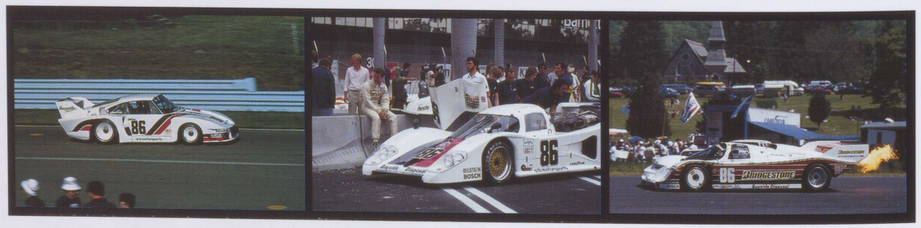
Bayside raced the POLO in 1983, with Hurley Haywood scoring a fourth at Laguna Seca as Bayside's best finish. "We just didn't have the technical expertise to make that car work," says Leven. "Theoretically it worked really well, and it had its moments. It was bloody fast, but we couldn't get it to handle. I'm not sure if it's because the car was bad or we just didn't have a very good team. We just weren't quite right."

For 1984, Leven made two major additions: He hired Swiss-born Walter Gerber as team manager, and he purchased the first Porsche 962 customer car. Waiting for its 962, Bayside campaigned a 935 in the first four races of 1984.

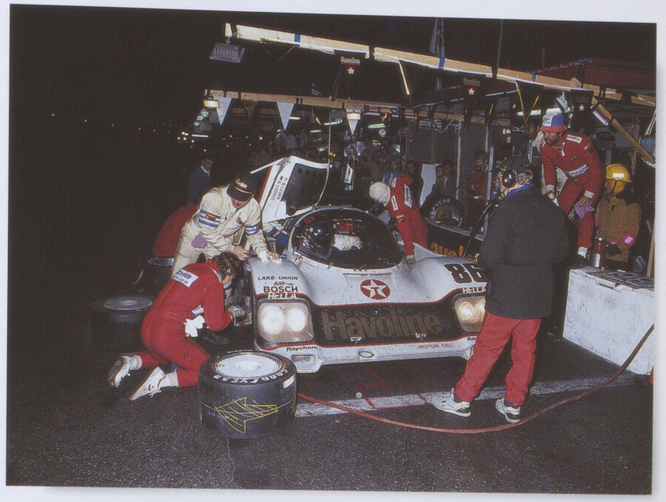
Also waiting for a 962, Al Holbert signed with Leven for Daytona, bringing his Lowenbrau sponsorship with him. Porsche wanted Holbert to drive its 962 at Daytona, but he had to refuse because he had already agreed to run with Bayside. Leven, Claude Ballot-Lena, Haywood, and Holbert finished fourth in the 935 after leading during the night. The factory 962 driven by Mario and

OPPOSITE: For the Daytona 24 Hours in 1987, Jochen Mass and Klaus Ludwig teamed in one of the two Bayside cars. Maas qualified the car on the pole but was out of the race early when he tangled with lapped traffic. (Hal Crocker) **ABOVE:** On the side of every Bayside car was a cartoon trashman, a reference to the source of Bruce Leven's money, the Bayside Disposal company. (Hal Crocker)

LEFT: In 1981 Bruce Leven jokes about the high cost of racing and its consequences. (Hal Crocker)
BELOW LEFT: Bruce Leven, Al Holbert, and Hurley Haywood drove the Bayside Racing Porsche 935 to victory at Sebring in 1981. Known as Baby, the car was derived from a Stuttgart design for a low-drag non-turbo racing 911. (Hal Crocker)
BELOW CENTER: Hurley Haywood waits on the pit wall as the Bayside POLO, a Porsche-powered Lola T-600, is readied for the Miami Grand Prix. The POLO was underdeveloped and Bayside raced the car during the 1983 season only. (Hal Crocker)
BELOW RIGHT: For 1986 Bayside Racing was the only IMSA team to have Bridgestone sponsorship and tires on a 962. The year was an up-and-down mix of good finishes and DNFs. At the Memorial Day race at Lime Rock, Bob Wollek and Paolo Barilla placed third. (Hal Crocker)



The Bayside team began the 1988 season with a fourth at Daytona with Klaus Ludwig, Sarel Van der Merwe, and Hans Stuck. Texaco Havoline, Ludwig's sponsor in the German Touring Car championship, sponsored the Bayside team that year. (Hal Crocker)



Michael Andretti was classified 66th out of 82 entries after going out early with a failed gearbox.

The 962/101 arrived at Los Angeles International Airport just before the April 29, 1984, race at Riverside and was taken to a local Porsche/Audi dealership for preparation, which included painting the car in Lowenbrau colors and applying the number 86. Holbert and Bell drove, but Gerber and his crew serviced the car. They finished second to Blue Thunder.

Returning it to the Bayside color scheme, Haywood and Bobby Rahal drove No. 86 at Mid-Ohio on June 10 and finished third. Leven got his first drive in the car at Watkins Glen a month later, paired with John Paul Jr., to finish second. Jim Adams, David Hobbs, and Bill Adam also drove No. 86 that year.

While other teams were going with the 3.2-liter 962/71 motor, Gerber preferred the dependability of the 2.8-liter 962/70. After Sebring 1985, Leven sold the 962/101 to Rob Dyson and took delivery of the 962/108.

With five teams running a 962, some advantage had to be found. Enter the Japanese Bridgestone tire company. "It was a business decision," says Gerber. "They approached us, and they had a tire made. It was probably our first sponsor deal. They weren't quite as good as the Goodyears, but at some tracks they were actually better."

"At the time, they knew winning probably wasn't on the horizon," says Leven, "but they wanted us to make good showings, and their tires got better and better." Leven had no commitment to any one driver, as he was not going for a championship. Thierry Boutsen and Henri Pescarolo were his co-drivers in 1985 at Daytona, where they went out so early with engine problems that Boutsen was recruited by Preston Henn to co-drive the 962, which won the race. After that, Pescarolo finished eighth at Miami paired with Ballot-Lena, and David Hobbs finished third at Atlanta paired with Leven. Bob Wollek joined the team in May at Laguna Seca, where he started on the pole but failed to finish because of turbo problems. Another pole position at Mid-Ohio ended with a second for Wollek and Hobbs, followed by a fifth at Watkins Glen in July for Leven, Hobbs, and Wollek. The next race, at Portland, was another DNF for Wollek (after starting third) because of more turbo problems. Wollek won from the pole at Sears Point August 4, the team's first win. Leven and Wollek were second at Road America August 25, and then Mauro Baldi paired with Wollek for a third at Pocono September 8. After a Leven/Wollek DNF at Watkins Glen September 29 (broken halfshaft), Wollek and Baldi paired for a second-place finish at Columbus October 6. Wollek ended the season with another DNF at Daytona attributed to engine problems.

OPPOSITE: The Bayside team en route to victory at Mid-Ohio in June 1987. Bobby Rahal and Jochen Mass had qualified sixth but beat the second-place Jaguar XJR-7 of Darin Brassfield and Bob Wollek by 28 seconds. (Hal Crocker)
LEFT: The first customer Porsche 962 went to Bruce Leven's team. It was hurriedly prepared for Riverside and placed second with Derek Bell and Al Holbert driving. At the second race at Mid-Ohio Hurley Haywood (shown in the car) and Bobby Rahal drove to a third-place finish. (Hal Crocker)
RIGHT: The champagne flies as Bobby Rahal and Jochen Mass celebrate their win in the 1987 Sebring 12 Hours. After a long battle with the 962 of Chip Robinson and Al Holbert, a late-race pit stop to replace a turbocharger ended the hopes of the Holbert team. Rahal and Mass won by two laps. (Hal Crocker)

"Of all the drivers I ever saw, Bob was the most sensitive to small changes, and he'd drive you crazy making small changes," says Leven. "At Riverside, Japanese engineers put on a tested set of tires. Bob makes one lap and comes back in. "Why am I doing these? I've already tested them before."

The 962 was eliminated from the 1986 Daytona 24 Hours after one round of driver changes (Wollek, Derek Daly, and Leven) when Wollek was forced to swerve to avoid the suddenly slowing Leon brothers' Porsche-March at the entrance to the chicane. The car was repaired in time for Wollek to win at Miami a month later paired with Paolo Barilla. Still paired with Barilla, Wollek was a DNF at Sebring (engine failure) and third at Riverside. After Leven and Bill Adam placed 14th at Laguna Seca, Wollek and Barilla came back for a third at Lime Rock May 26, a fourth at Mid-Ohio June 8, a 10th at Portland July 27, and a sixth at Sears Point August 3. Along the way there were DNFs at Charlotte (tire failure), West Palm Beach (driveshaft), and Watkins Glen (engine). Bayside had two cars at Columbus October 5, with Wollek and Scott Pruett winning and Leven (paired with Steve Millen) placing eighth in the team's last race of the year.

Bayside's "superteam," now with Budweiser sponsorship, got off to a poor start in 1987. Klaus Ludwig and Jochen Mass were Leven's co-drivers, and the 962 was knocked out of the Daytona 24 Hours after starting on the pole when Ludwig was hit by a slower car that pulled out to pass a still slower car just as Ludwig was about to pass both. Bobby Rahal and Mass placed second at Miami and then won Sebring. Leven and David Hobbs had the car for Riverside April 26 and finished ninth. Ludwig won at Laguna Seca May 3, with Leven eighth. "We often ran two cars," says Gerber. "One car was set up for Ludwig and one for Bruce. One for the fast team; one for what we called 'the home team.' And that is how we got some of our wins. Bruce still had his fun, and really the cost was not that much higher."

More successes followed in 1987. Mass and Rahal

LEFT: At Sebring in 1988 Hans Stuck (shown in the car) and Klaus Ludwig routed the field to win by a staggering nine-lap margin. With this win Stuck joined Olivier Gendebien, Phil Hill, and Mario Andretti in the elite group of drivers who have won Sebring three times. No driver has won four times. (Hal Crocker)
RIGHT: The 1990 962C was still fast on the high-speed tracks, earning the pole position at Daytona and second at Sebring. As the 962 became less competitive at sprint races, Leven's enthusiasm for racing waned. Sebring in 1990 was the team's last race. The car dropped out after 65 laps. (Hal Crocker)

notched another win at Mid-Ohio June 7, Rahal scored a solo second at Portland July 26, Mass a solo win at Sears Point August 2, and Rahal a solo win at Columbus October 4. Rahal's Columbus win in 962/121 was sweetened with Mass's second in HR2 for a Bayside 1-2. After a quick repainting, HR2 became Rahal's Budweiser car for the October 24 race at Del Mar, where Mass won with the 962/121 and Rahal placed third. Altogether, Bayside won six races in 1987. Mass was third in GTP driver's points, and Rahal was fifth. It was a very good year.

Why would so many great drivers gravitate toward one team? "I worked with a lot of these guys over the years," says Gerber. "They were all young and wanted to come to America, and there were only so many rides available, and ours was one of them. Once we got good and were winning races, other drivers were willing to drive for us.

"Wollek was the quickest in a race. He would work harder to finish ahead. We would have to work harder with him, as he would try to get every advantage. As a racer, he was always very smart, a tough man. He could run for three hours by himself and still be very fresh, very competitive.

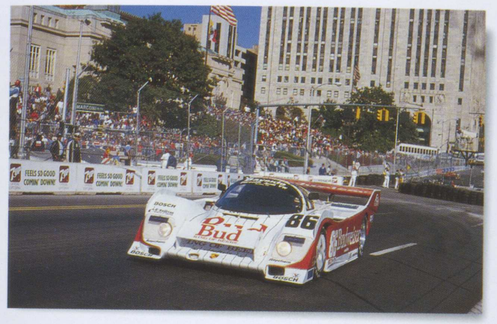
"Rahal was more used to setting up an IndyCar, but once the car was set up, he was superfast. He was gentle on equipment.

"Klaus could set up a car over a telephone."

Texaco/Havoline, Ludwig's German touring car sponsor, came in to run a full GTP season in 1988. Ludwig, Hans Stuck, and Sarel Van der Merwe drove at Daytona, finishing fourth. Then Stuck and Ludwig took the second straight Bayside win at Sebring in the 962/121. It was the last Bayside win. The next appearance for the team was in July at Watkins Glen, where Leven finished fifth with Rob Dyson as his co-driver and Lake Union Air Service as his sponsor. A seventh at Road America two weeks later for the same pair in the same car with the same sponsor was followed by a solo sixth by Leven at Portland July 31 with Waste Management as sponsor. At Sears Point in August, Leven and Dyson were 13th; same car, same sponsor. Ludwig was second at Columbus October 2 and second again at Del Mar three weeks later, finishing the season 10th in GTP driver's points.

In 1989, Texaco/Havoline sponsored Bayside in GTP races in addition to their CART schedule and were

LEFT: After winning at Mid-Ohio with Jochen Mass, Bobby Rahal scored a solo win in the Columbus street race. Mass followed Rahal for a Bayside 1-2 finish. The Bayside team ended the 1987 season with six wins. (Hal Crocker)
RIGHT: Bruce Leven's other company, Lake Union Air, also occasionally sponsored his race cars. The company operated a fleet of sea planes for flying sportsmen to otherwise inaccessible areas. The Lake Union Air sponsorship is shown during the 1989 Del Mar event. (Ed Clayton)



rewarded with a fourth place at Daytona, an eighth at Miami, a third at Sebring, an eighth at Portland, a DNF at San Antonio, a seventh at Sears Point, and a fifth at Del Mar. Drivers included Ludwig, James Weaver, Van der Merwe, Mass, and Dominic Dobson. Dobson also drove the Texaco/Havoline No. 86 Cosworth-Lola in CART competition, a seventh at Detroit being his best finish in eight races.

For the 1990 Florida races, Dobson was teamed with Wollek and Van der Merwe. The water-cooled Porsche 962/139 had been bought from the factory, then prepared by Ludwig-Bombien in Germany. "The car was quick but hard to set up," says Gerber. Teamed with Van der Merwe and Dobson at Daytona, Wollek set a qualifying record. But an early off-track excursion by Van der Merwe cost the team three laps, and it finished third. No. 86 started on the front row at Sebring but lasted only 65 laps It was the last GTP race Bayside ran.

Leven sold Bayside Disposal for a bundle of money. This left the former trash man with the racing team, a Porsche dealership, and Lake Union Air Service, a fleet of DeHavilland Beavers on Puget Sound, which had sponsored the second Bayside car in 1987.

"The cars were becoming noncompetitive, and I said, 'If I can't race a Porsche, I won't race at all,' " says Leven. "So I never went any farther with it. That was it. I don't watch it. It was a good time of life, but I have no desire to do it again. There are other places I can spend that much money and have a lot of fun."

Life after racing for Leven reads like a season of the *American Sportsman* TV show, with treks to the Yukon, the Northwest Territories, or Alaska for hunting and fishing. "I'm an outdoor person," he says. "I picture myself with a sportsman mentality. Team athletics didn't get me excited.

"I'm a crass man. I used to be a truck driver [Each Bayside 962 had a four-inch-tall cartoon of a garbage man painted on the side]. I was never a great race car driver, but I prepared pretty good cars, and so when I first started out, lining up Europeans to help, they were always co-drivers to me. Some races, I was outstanding. But in some races, I was my normal mediocre self. I've driven with the best, and what more could a driver ask for? And none can say a whole lot bad about me, other than I wasn't very fast. That's good. I'm happy with that."

CHAPTER 18

"Businessmen are risk takers, at least the good ones, and that's what good race drivers are. Taking chances is not something businessmen do, and certainly I didn't as a race driver, either."

ROBERT AKIN III

BOB AKIN RACING: TAKING CARE OF BUSINESS

Bob Akin was educated in engineering and business, and in off-hours gained a reputation as a regional sports-car driver. Akin was president of Hudson Wire, the company his grandfather founded in 1902. It was Sam Posey's sponsor in the Can-Am between 1966 and 1968, linking aerospace customers to performance race cars.

For 1978, Akin and Steve Earle acquired a race-ready Porsche RSR for $35,000. They finished seventh at Daytona (with Rick Knoop), fifth at Sebring (also with Knoop), then another fifth at Talladega, Ala.

Akin joined Dick Barbour's team for 1979, winning the 12 Hours of Sebring with Rob McFarlin and Roy Woods.

For the 1980 season, Akin formed a new team with Roy Woods and Charles Mendez, running a Porsche 935 carrying Mendez's No, 5. By mid-summer, Woods and Mendez had left, and the team became Bob Akin Racing (BAR), still with No. 5.

To keep his 935 competitive with the new prototypes, Akin replaced the front bodywork with a Lola nose. The resulting car was sleeker than a conventional 935 and attractive enough to gain sponsorship from Coca-Cola.

Running a race team was what Akin really liked to do. This was especially apparent in the endurance races, where pre-race logistics were as important as fast lap times. Akin relates fielding an endurance team to running a business. "There are a lot of similarities. You need an adequate supply of capital. You don't need to be the wealthiest, for some people don't use their capital as wisely as others. But it's axiomatic in a business or a race team that if you are underfinanced, you will not do well. There are certain amounts you just have to have."

Akin was successful in attracting associate sponsors such as Domino's Pizza, a comfortable fit with Coca-Cola, and Ralph Lauren, already a serious collector of vintage automobiles, who targeted the Polo line to GTP spectators. Another long-term associate was Paradyne, a data communications company.

By Akin's estimate, each hour of driving, both practice and race, cost about $10,000 in mid-1980 dollars. Akin did not challenge for a championship, as he was not interested in allocating the funds or devoting the personal time necessary to win.

In 1984, BAR was the second team after Bayside to obtain a Porsche 962, an ideal race car for Akin and his type of racing. Development was done by Porsche, and replacement parts were available. Bob Akin Racing consisted of team manager John Bright plus two mechanics and several weekend warriors, including Jo Gartner and Hans Stuck, who Akin said "was from another planet."

OPPOSITE: In 1986 the BAR team won the 12 Hours of Sebring by eight laps. Bob Akin was joined by co-drivers Hans Stuck and Jo Gartner. (Hal Crocker) **ABOVE:** Akin leans on the rear wing of his Porsche 935 at Daytona in 1984 during a lull in practice. (Hal Crocker)

LEFT: The second customer Porsche 962 went to Bob Akin in 1984. Jo Gartner drove the car for its first appearance on May 20 at Charlotte Motor Speedway. The team withdrew after 19 laps. The best results for 1984 were two sixth-place finishes. (Hal Crocker)
RIGHT: At the June Mid-Ohio race in 1983, Akin's 935 was one of several cars that sported a "J.P. Phone Home" sticker, seen here on the lower left winglet. In April John Paul Sr. had disappeared after he shot a man he suspected was an imformant. The cartoon refers to his nickname among racers, the Old Pirate. (Hal Crocker)

The withdrawal of Kreepy Krauly in 1985 left Yokohama without a prototype team. Akin was approached, and an agreement was made. Chassis No. 102 was modified to work with bias-belted tires, but results were poor.

"The basic problem was that they were testing at Fuji, which was made out of volcanic ash and rock and is very abrasive," says Akin. "So they came out with a tire they felt was a soft compound based on their testing at Fuji, but it wasn't, so we were off the pace. Initially they thought it was the cars or the drivers. It took us a while to convince them that they needed more development on the tracks we were going to race on, not at Fuji. They did, and it got better."

Akin, Stuck, and Gartner won Sebring in 1986. "We won at Sebring too soon," says Akin. "They [Yokohama] got the mentality that if they won a big race like Sebring, the tires must be OK. But Sebring is an anachronism. It's concrete, more like Fuji than any other track we race on, so the tires worked fine."

BAR did not win another GTP race. The car was difficult to control, and it was a challenge to get the handling right. Still, Yokohama remained as the primary sponsor, with Coca-Cola secondary.

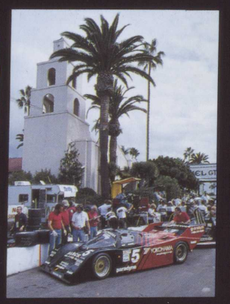
After the 1987 Florida races (sixth at Daytona, DNF at Miami, sixth at Sebring), BAR dropped out of the series. The 962 was requiring more preparation to stay competitive. While performance was increased, so were expenses. "You could see that the price of admission was going up," says Akin.

According to Bright, Yokohama requirements also led Akin to retire as a driver. "He was a privateer. Yokohama insisted, since they were putting money into the program, and tires, that they use professional drivers, which they did, of course. It meant that Bob wasn't driving as much. The privateers weren't competitive with professional drivers and bigger teams."

Akin retired from racing at the end of 1987, and the 962 was sold to a collector. BAR became a race car restoration business.

Why race cars? "At the end of the day," says Akin, "it is because we love the cars. We want to be around cars, we want to race the cars, and we love the competition. We got a lot of attention and sold a lot of wire."

ABOVE: This is not the natural habitat for a Porsche. At Road America in 1985 Akin's co-driver, Jim Mullen, was hit from behind by Pete Halsmer in the No. 68 Busby 962. Mullen walked away unhurt after his car struck a guardrail that bent to form a ramp that launched the 962 into the trees. (Jack Webster)
LEFT: The celebrations get under way after the win at Sebring in 1986. Note that the left front wheel is missing from the car. It had fallen off on the last lap, and the car continued around to take the checkered flag on three wheels. (Hal Crocker)
RIGHT: Success with Yokohama Tires brought more support, including a Yokohama-dominated paint layout and demands that Akin use professional drivers. This meant that he spent less time in the seat, a fact that led him to retire his team after the 1987 season. (Hal Crocker)



"He was probably in a better mood when he came back after he lost the race than when he won it. If he lost the race, then there was something to do, something to figure out."

VINCE EVANS, HOLBERT RACING

HOLBERT RACING: THE POWER OF PERSISTENCE

Daytona 1989 began with no cheering from the crowd, no shriek of racing engines. Only a lone car motoring around the track broke the silence. Bob Holbert was driving the blue-and-white Lowenbrau Porsche 962/003 as part of a ceremony honoring his son Al, who had been killed in a plane crash the previous fall. IMSA was retiring Al's racing number, 14, and the car was being retired to become a museum piece.

Alvah Robert Holbert was a five-time IMSA champion, twice in the 962/003. His father had also been a racing champion, winning the United States Road Racing Championship in 1963 before retiring to devote all his time to his family and his Volkswagen-Porsche dealership in Warrington, Pa. Bob is not certain why Al liked the number 14, for it had no special significance, but it became identified with him.

Al was inevitably drawn to racing. He worked for Roger Penske while attending Lehigh University in Pennsylvania. He won his first race (in a Porsche) in 1971. In 1974, he graduated to professional racing, and he won the IMSA GT Challenge championship in 1976 and 1977 with a Chevrolet Monza.

After a brief try in NASCAR in 1978, Holbert went CanAm racing with the SCCA for five years. He raced a different chassis each year: one in a Lola T-333, one in his Lee Dykstra–designed HR-001 (the first ground-effects CanAm car), one in the evolutionary CAC-1 (aka CRC-1 in deference to his sponsor), one in the CRC-2, and the fifth in Count Van der Straaten's VDS-001.

Moving to IMSA in 1983 with a CRC-sponsored Chevy-March 83G, Holbert won the first race he entered, the rain-shortened Miami GP. A second March was delivered for the April 24 race at Riverside, where Al took the pole and finished second (with Jim Trueman as co-driver), followed by another win at Laguna Seca May 1. A third March with a Porsche 935 motor was air freighted into Atlanta the week before the May 15 Charlotte race. Mechanics worked on one side, while a crewman applied the CRC graphics to the other. Holbert took the pole and won the race, again with Jim Trueman. A fourth at Lime Rock two weeks later with Doc Bundy was followed by another win at Mid-Ohio June 19 with Bundy, Trueman, and Bobby Rahal driving while Al was winning at Le Mans. Four more wins at Brainerd, Sears Point, Portland, and the Daytona finale gave Al his third IMSA title, his first in GTP.

Looking for a team to carry its Lowenbrau brand for 1984, Miller Brewing Company first approached Bob Tullius at Group 44. Holbert didn't get the deal until shortly after Thanksgiving 1983 when Jaguar turned it down, leaving him with little time and no car. Planning to run with CART in 1984, he had sold the Marches. Quickly enlarging his plans, he ordered a 962 from Porsche and made a deal with Bruce Leven to drive his 935 with Lowenbrau sponsorship at Daytona, where he finished fourth with Leven, Claude Ballot-Lena, and Hurley Haywood. He continued with the 935 at Miami

OPPOSITE: Holbert Racing started second and finished third at Road Atlanta in 1986, one of the few tracks at which Al Holbert never won in the 962. Holbert did win six events in 1986 and repeated as the IMSA GTP champion. (Hal Crocker)

"We know we have one of the best cars on the IMSA GT circuit. That's because we pay attention to all of the little details."

In the world of international road racing, attention to detail can make all the difference in the world.

Team Löwenbräu's philosophy is to be the very best. To check and re-check every single item that goes into the Löwenbräu Special Porsche 962.

For Team Löwenbräu, their attention to detail paid off.

In 1985, Team Löwenbräu driver, Al Holbert, captured the International Motor Sports Association (IMSA) championship.

At Löwenbräu, we share the same philosophy in the way we brew our beer.

It's brewed with the uncompromising skill of our master brewers. With only the finest malted barley and imported Bavarian Hallertau hops.

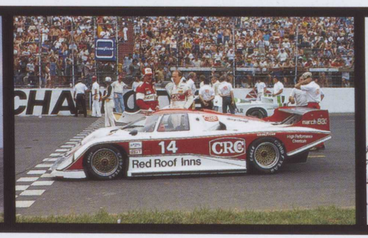
Of all of the beers in this world, only Löwenbräu is brewed around the world, in the great beer drinking countries. Brewed in Munich. Brewed in England, Sweden, Canada, Japan and here in America.

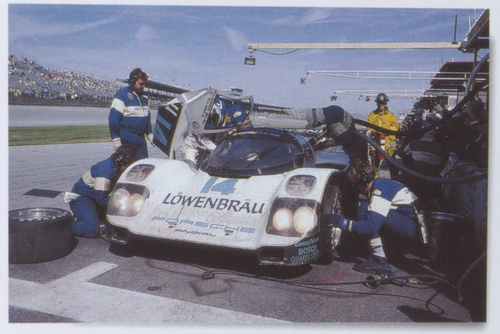
Call for a Löwenbräu. And taste 600 years of Bavarian heritage in one smooth American beer.

Like Team Löwenbräu, you'll find that excellence is in the details.

This World Calls For Löwenbräu.

BELOW LEFT: Al Holbert won the IMSA driver's title in 1976 and 1977 with a Lee Dykstra-designed AAGT-class Chevrolet Monza. (Hal Crocker)
BELOW CENTER: Holbert returned to IMSA in 1983. After three successful races in two different Chevrolet-powered March 83Gs he switched to an Andial-prepared March Porsche for Charlotte in May. Holbert qualified on the pole and won the race with co-driver Jim Trueman. (Hal Crocker).
BELOW RIGHT: Al Holbert and Jim Trueman savor their win at Charlotte with the new March Porsche. The car had been quickly painted and prepared in the week leading up to the race. Decals were still being applied as the car was pushed to the line. (Hal Crocker)





LEFT: IndyCar mechanic Kevin Doran joined Al Holbert's team in 1985. Doran had previously worked with Johnny Capel's IndyCar team. He quickly became an integral part of the management team and was being groomed to run the Porsche IndyCar team. Here the two confer at an August IMSA race in 1987. (Hal Crocker)
RIGHT: During a pit stop at Daytona in 1987 Al Unser Jr. helps Al Holbert climb into the car after Unser had finished his stint. They went on to win the race, leading a Porsche 962 sweep of the top six positions. (Hal Crocker)

(DNF), Sebring (another DNF with Haywood and Claude Ballot-Lena), and Road Atlanta (still another DNF, this time with Porsche factory driver Derek Bell). Leven's new 962/101 arrived in time for Riverside, where it ran with Lowenbrau colors, driven by Holbert and Bell to second place. Holbert's 962/103 arrived for Charlotte, where he took the pole but failed to finish. A third at Lime Rock preceded the team's first win at Mid-Ohio, and after that Holbert and Bell won four more times in 1984. Bell and Holbert finished third and fourth in GTP driver's points behind Blue Thunder drivers Randy Lanier and Bill Whittington.

Holbert also ran with CART in 1984, driving for Alex Foods in 14 of 16 races and earning 28 driver's points. His fourth place in the Indianapolis 500 would normally have been good enough for Rookie of the Year, but Roberto Guerrero (second) and Michael Andretti (fifth) shared that honor. Nobody knew at the time that Holbert was preparing for Porsche to come to Indy. A clue to his intent was the hiring of Kevin Doran, who had worked on IndyCars with Johnny Capels in the early '80s.

"In January 1985, I started at Holbert Racing as a mechanic on the 962 Lowenbrau car," says Doran, "basically with the intention of preparing myself to be the team manager–slash–chief mechanic for the Porsche IndyCar program, which at the time was two to three years off. I didn't realize that it was a Porsche thing—it was all a secret."

The Lowenbrau car began 1985 by finishing second at Daytona and at Sebring. By season's end, Holbert, usually with Bell, had won nine times and earned his fourth driver's title. Even though he was director of Porsche Motorsports of North America at the time, nobody ever accused Al of keeping the best parts for himself. A team member says everyone knew that he was so straight that sometimes he would be straight to his own detriment. In fact, any time he came up with a development that worked, he would test it at a race, then offer it to anybody who wanted it. Holbert brought a tractor/trailer rig to every race that carried enough spare parts to build an entire 962. During the season there were at least four and as many as seven 962s at each race. Bob Akin stated that it was so easy to get the parts he needed that his crew ran over to the Porsche trailer for everything, leaving him with a good race car and the bill.

BELOW LEFT: Lowenbrau's decision to sponsor Holbert for the 1984 IMSA season caught Holbert Racing without a car. In order to race before his 962 arrived, Holbert drove Bruce Leven's 935. The car went through a quick painting in robin's-egg blue and Lowenbrau stickers were added. At Road Atlanta, Holbert and new teammate Derek Bell lasted only 39 laps. (Hal Crocker)
BELOW CENTER: Holbert and Derek Bell gave Bruce Leven's 962 its debut at Riverside in 1984. This was the first customer car that Porsche delivered. The car was crewed by Holbert racing and finished second to the Blue Thunder team's March. (J. A. Martin)
BELOW RIGHT: Porsche's efforts in American racing in the late 1980s were directed at CART and the Indy 500, first with a Porsche-built chassis and then with a chassis specially built by March. Driven by Teo Fabi and John Andretti, the Holbert Racing-prepared V-8 powered car earned only one victory in three seasons with Fabi in September 1989 at Mid-Ohio. (Dudley Evans)

OPPOSITE: While Holbert was coaxing his ailing Rothmans 956 to victory in the dramatic 1983 Le Mans race, the No. 14 March Porsche was driven to victory at Mid-Ohio by Doc Bundy, Jim Trueman, and Bobby Rahal. Holbert Racing notched eight wins in 1983 and Holbert won his third driver's championship. (Hal Crocker)
LEFT: Ever the analytical engineer, post-test notes were as important to Holbert as lap times. (Hal Crocker)
RIGHT: Pristine nose sections and an engine cover lean against the Holbert Racing transporter in August 1987. (Hal Crocker)

The 1986 season was a virtual repeat of 1985. Holbert was again champion after winning Daytona and five other events. "He fed on stress," says former team manager Tom Seabolt. "It didn't seem to bother him. He expected 100 percent because he gave no less. As a driver, he had to have the car just right. If it wasn't, it ate at him. But when he got the setup right, it was a pleasure for him to drive. Teammate Derek Bell's times were often quicker than Holbert's, but they increased only after Al made the car better."

At the end of the 1986 season, Holbert announced he was no longer competing for the series championship. Chip Robinson was hired away from Group 44 as No. 1 driver. Holbert's job was co-driver and team manager as well as director of Porsche Motorsports of North America.

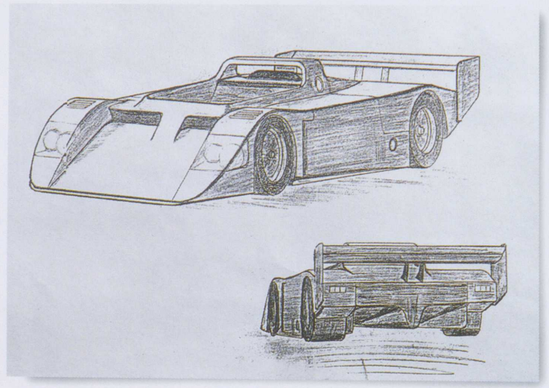
The 1987 season began with the 962/103 winning Daytona again. Al won solo at Mid-Ohio and with Bell and Robinson at San Antonio. It was the last victory for Al Holbert and Holbert Racing. Robinson won the season's drivers' title.

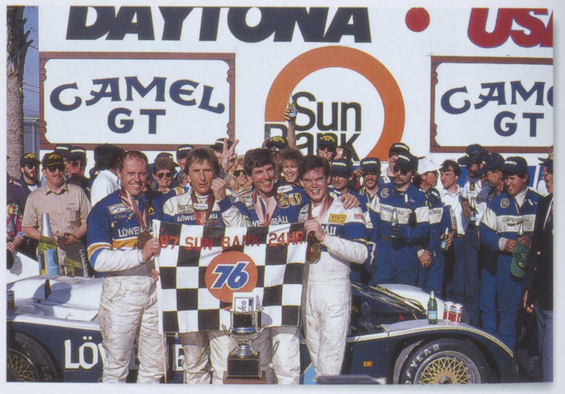
For 1988, Miller Brewing's racing efforts concentrated on the Miller High Life brand, the gold, green, and white colors appearing on Bobby Allison's NASCAR Buick, Danny Sullivan's CART Penske-Chevrolet, and Chip Robinson's IMSA Holbert-Porsche HR-01.

Driving to Lime Rock in May, Holbert told Doran he wanted him to stay on with the GTP program so he didn't have to worry about it. "He said he wanted to keep the GTP program because he felt he could support it indefinitely with proper sponsorship," says Doran. "But the IndyCar thing was a little nervous for him, such a financial commitment that he had some concern that he might not be able to procure enough sponsorship to keep that type of program going. By then I had seen enough of the Germans and the politics and the stress of running IndyCars. I was happy to give up on the Indy program and concentrate on the GTP cars. I had grown to enjoy that type of racing."

"In the same meeting, we discussed the possibilities

OPPOSITE: Geoff Brabham puts his Nissan's nose underneath Chip Robinson's 962 as the No. 16 Dyson 962 runs wide in a frenzy of outbreaking maneuvers at Del Mar in 1987. Robinson went out after ten laps. (Hal Crocker)
BELOW LEFT: Realizing that the 962 was becoming dated and that Porsche had no plans for a new GTP car, Al Holbert considered the possibility of an open cockpit Porsche-powered car. His sketch shows his thinking. Without the need for doors the tub could be made stronger than that of a 962. The project was dropped after Holbert's death. (Kevin Doran)
BELOW RIGHT: The 1987 season started with another win at the Daytona 24 Hours with new recruit Chip Robinson joining Holbert, Bell, and Al Unser Jr. Holbert had decided not to compete for the driver's championship and hired away Robinson from Group 44 to be the lead driver. Holbert still won three races. (Hal Crocker)





of building a new GTP car for Porsche for the 1989 season," says Doran. "This was going to be a clean sheet of paper, a fresh car. It was to be made of aluminum honeycomb. We weren't ready at that time to go to carbon fiber for a customer car program. It was going to be a high-sided tall-box race car for torsional rigidity, forcing the open-cockpit issue, as there would be no way for egress." Ford Probe GTP designer Paul Brown was hired to design the car. A quarter-scale model was built, and wind-tunnel time at British Aerospace was secured. Tests were set for October 1988.

On Friday September 30, 1988, Al flew his Aerostar from Warrington to Reading, Pa., where he signed an agreement with Derrick Walker to manage the IndyCar team. Then it was on to the Columbus race before returning home for a Lehigh football game with his son.

Al met with Kevin Jeannette, concluding a deal to sell him the HR-01. "He said to meet him at the gym at 6:30 or 7:00," says Jeannette. "At that point, everybody had left except me. Finally he showed up on a bicycle, and we made the deal. We made a handshake on the price, and Tom Seabolt yelled through the window, 'You gotta catch your plane—let's go!' So he jumped in his car."

Al was flying solo when he took off from Ohio State University's Don Scott Field in Columbus. Witnesses said that both motors quit shortly after takeoff. Holbert directed the powerless plane away from a group of homes before it crashed, killing him instantly.

"He was a very committed person to those people who had committed their careers to his company," says Doran. "He was very concerned about the growth and well-being of his company, and the people even more than the company."

At the end of the season, the IMSA team was disbanded.

"At the beginning, we weren't a very good team. We weren't an up-to-date team, although we had enthusiasm. When we got the 962 and we got Drake in the car, we had to step up very quickly."

PAT SMITH, CHIEF MECHANIC

ROB DYSON RACING: THE DINOSAUR WHO WOULDN'T QUIT

In 1975, Rob Dyson, a successful 29-year-old entrepreneur in the radio broadcasting business from Poughkeepsie, N.Y., hired 30-year-old shop teacher Pat Smith to work on his road racing Datsun 510. "Spend whatever you need, but don't waste it," Dyson told Smith. ¶"It's just for one year," Dyson promised his wife. That year led to another and another, including an SCCA championship in 1981, and by 1983, Dyson was ready for the Trans-Am and IMSA GTO with a Pontiac Firebird. "IMSA inspected the car at Lime Rock, our first race," says Smith, "and they made us run in GTP. We finished 20th."

But the Firebird was not what Dyson wanted, so he considered buying a March GTP. Bob Akin suggested a Porsche instead. "I think you'll enjoy it," said Akin. "If you've never dealt with Porsche, you don't know what it's like, but I can tell you that it's a very impressive vehicle and an impressive organization to deal with. Nobody collects Marches."

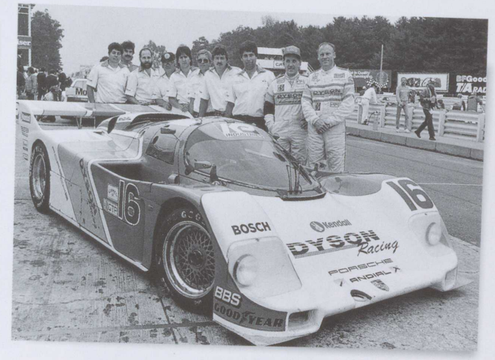
Dyson approached Al Holbert, Porsche's North American racing director, about buying a 962, but there were no uncommitted cars. Holbert told him that Bruce Leven was selling chassis 101, and with Holbert's help, the deal was concluded. "I couldn't believe that I had a Porsche 962 of my own," says Dyson.

Dyson hired Drake Olson as his co-driver, and when they arrived at Lime Rock for Round 8 of the 1985 season, the 962/101 still had the 2.8-liter motor rather than the new 3.1. Being new to GTP racing, Dyson inquired about being a part of Goodyear's free tire program and was told it was easy. All the team had to do was win the race. Starting second, Olson quickly gained the lead, and when it came time for Rob to take over, Smith suggested that they let Olson stay in. "Rob asked me if we would win if Drake stayed in," says Smith. "I said yes, we would, so Rob agreed. 'OK,' I said, 'Put your helmet on, jump over the wall, and open the door, but do not get in.' That's what we did, and everyone thought Rob got in, and they got relaxed. Well, it was still Drake hammering away." Olson didn't take on new tires and went on to win the race.

They were good enough to win again. The 2.8 was replaced with a 3.1-liter motor. Olson won with Bobby Rahal at Road America and Price Cobb at Columbus. At the end of the 1985 season, Drake Olson was selected as the winner of the inaugural Porsche Cup for North

OPPOSITE: The ex-Leven car, 962-001, was Rob Dyson's first step into GTP racing. With co-driver Drake Olson, the team won at Lime Rock in its first race. Here Olson moves around the runner-up Group 44 Jaguar driven by Hurley Haywood and Brian Redman. (Hal Crocker) **ABOVE:** An exuberant Rob Dyson (left) and Drake Olson celebrate their upset win at Lime Rock. Dyson faked a driver change while Olson remained in the car to drive two back-to-back stints on the same set of tires. This allowed them to keep their track position. (Hal Crocker)

OPPOSITE: Dick Yagami, a talented designer and aerodynamicist, modified the nose of the Dyson 962 to improve downforce and manage the airflow more efficiently. With so many teams running Porsches, it was hard to keep new developments under wraps, but Dyson's team kept their revised nose a secret for almost two seasons, an eternity in racing. (Hal Crocker)
LEFT: At Road Atlanta in 1987, Phil Conte was unable to provide a car for his sponsor, RC Cola, so he allowed the Dyson car to carry the logo. Dyson drivers Price Cobb and James Weaver took the win. (Hal Crocker)
RIGHT: Dyson and Price Cobb finished third at Watkins Glen in 1986. The fast-but-crash-prone Drake Olson was fired after the race, and Dyson drove the rest of the season with Cobb. It was a successful year for the entire team with Cobb finishing second in points. (Hal Crocker)



America. He was sixth in GTP driver's points even though he ran only 10 of the 17 races.

"Drake was unbelievably quick and committed. The only reason there was success in '85 was because Drake was devoted," says team member Mark Schomann. "He'd be at the shop all night working on the car himself. He was very focused."

Dyson, Olson, and Price Cobb were a DNF at the 1986 Daytona 24 Hours, retiring with engine trouble at the 11th hour. "We were the quickest by far at Miami [the next race], but Drake took it a lap too far and he popped it into the fence, so we didn't make the race," says Dyson. The car was not ready for Sebring, and Drake wrecked it again at Road Atlanta. Dyson ordered a second car, a 962/120.

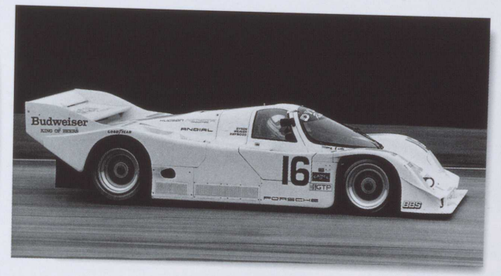
Dyson and Cobb won at Riverside while Olson was racing in Europe. "Hmmm, we're winning races without Drake," Dyson was thinking. At Watkins Glen Drake was practicing at a front-row pace when he hit the back of a Camel Lights car, the fourth chassis write-off of the season. "Well, I fired him shortly thereafter," says Dyson. For the remainder of the season, Dyson co-drove with Cobb, winning at Sears Point and only once finishing out of the top 10.

Cobb finished second in GTP driver's points and earned the 1986 Porsche Cup for North America. Pat Smith was IMSA GTP Mechanic of the Year, and Dyson, sixth in points, was named Most Improved Driver.

Industrial designer and aerodynamicist Dick Yagami reworked Dyson's 962, adding a high downforce nose and different configurations for air expulsion that improved chassis and engine efficiency. "We extended the nose two inches, then put tunnels through the nose, and no one else figured out what we had done," says Smith. "Finally one of the guys flipped the nose over in front of Bayside Racing's Walter Gerber, and Walter spotted it and put it in their car. At Road America, Walter left his nose upside down, and Kevin Doran of Holbert Racing walked over and looked at it and never realized what it was. And he didn't know until the last race of '88 at Del Mar."

The stock 962 nose didn't make very much downforce.

OPPOSITE: Veteran driver Vern Schuppan joined James Weaver on the Dyson team to win the 1987 Watkins Glen race by two laps after the two Holbert racing 962s fell out early. (Hal Crocker)
LEFT: Blaupkunt came in as Dyson's primary sponsor in 1988. The team won two races that season, at Miami and San Antonio. The team is shown here at Mid-Ohio in June, where it placed fourth. (Hal Crocker)
RIGHT: In 1990 the team arrived at Daytona with its new 962 configured exactly as it had left the factory, at Porsche's request. After that event the team made modifications to develop more downforce. The front winglets, extended air dam, sill louvers, and extended rear diffuser show the range of the team's creativity. This was the only 962 to crack the top 10 that year. (Hal Crocker)



The standard attempt to balance the car and reduce the understeering was to add a nose wing. "The nose wing was very ineffective," says Schomann. "All it did was ruin the airflow over the car. A lot of teams thought they were gaining front downforce from that wing, when in reality they were losing rear downforce, and that's the only reason the balance of the car got better."

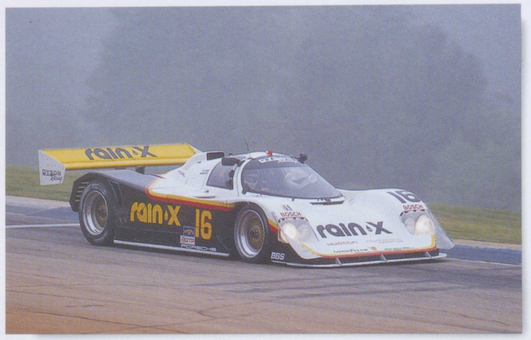
Virtually every aspect of the Dyson 962 was modified. "We developed a lot of things on that car that the factory wouldn't use," says Cobb, "mainly because they had to make something that would work for everybody."

"For whatever reason, Alwin [Springer at Andial] liked us a lot and slipped us Holbert's stuff," recalls Smith, "so Holbert and us were the only ones running a 3.2 motor. For everybody else, the biggest they had was a 3.1. We had a turbo housing nobody else had. Basically, we had more than any other team. Alwin wanted to see us race Holbert, so he'd give us the same stuff. I'm sure Holbert never knew that we had an engine as big as he did."

Holbert's fling with IndyCars in 1987 presented the best opportunity for Dyson Racing to win the IMSA GTP title. After a third at the Daytona 24 Hours with Cobb and Vern Schuppan, Dyson finished seventh at Miami with Cobb, but Schuppan and Cobb were a DNF at Sebring. James Weaver joined the team for Road Atlanta, where it picked up RC Cola sponsorship after Phil Conte's Buick Hawk crashed while testing. Weaver and Cobb won the race, earning bonus money from RC Cola. Then Cobb placed fourth at Riverside with Dyson, was a DNF at Laguna Seca, was third at Lime Rock with Weaver, was a DNF with Weaver at Mid-Ohio, was third at West Palm Beach with Dyson, won at Watkins Glen with Schuppan, was third at Portland, was second at Sears Point, and won again at Road America with Johnny Dumfries. Dyson had hired Dumfries as his own replacement, and he described his performance in a slashing rain as "the most brilliant drive I've ever seen."

At San Antonio, Dumfries put the car into the wall while running second, virtually eliminating Cobb from the championship. Cobb ended the season second in GTP driver's points behind Chip Robinson and took the Porsche Cup for North America, his second straight, and the third straight for Dyson Racing.

Blaupunkt USA came on as a sponsor for 1988. The good start to the season lasted half a day. Weaver, Cobb, Dyson, and Schuppan were leading the Daytona 24



OPPOSITE: For 1991 Rain-X sponsored the team. Radical new body work was introduced for Watkins Glen. Modifications included a reshaped roof line and roof scoop, twin scoops over the rear wheels, and a longer transmission-mounted tail. Vents were also added in front of the rear wheels. The engine failed after 48 laps, and Weaver was credited with 19th place. (Hal Crocker)

LEFT: Here the James Weaver 962C practices in the mist at Road Atlanta April 27. Note the white ducting hose running from the left side window to the base of the windshield to act as a makeshift defroster. Weaver finished sixth in the April race, two laps behind Davy Jones's winning Jaguar. (Hal Crocker)

Hours when they lost a piston. Springer shut off the cylinder, and they limped home in ninth place. According to Dyson, they ran eight or nine hours on five cylinders. After that, Dyson scored the only two Porsche victories in 1988, at Miami and San Antonio. The San Antonio win broke Geoff Brabham's eight-race winning streak in the Nissan.

There were no IMSA appearances for Dyson Racing in 1989 because Dyson was running IndyCars for Weaver. Dyson quickly had enough of CART. "I found out it was going to cost me $3 million or $4 million dollars," says Dyson. "I could afford it, but who needs the aggravation?"

In 1990, the Dyson team had a new 962 at Daytona team members called "Box Stock Betty" because the Porsche factory insisted the team race it without touching it. Dyson started sixth but was the first car out of the race when he spun into the rail exiting turn two. The plain white car had a small dinosaur painted next to the driver's name. "I was unique," says Dyson. "I was the last of the owner-drivers; hence the dinosaur."

Realizing the car needed more downforce, the team revamped the bodywork. "It looked like a 962 and had a 962 tag on it," says Schomann, "but it wasn't a 962 anymore."

After that, Weaver was third at Miami with Scott Pruett, but they were forced to withdraw from the Sebring race when they couldn't find a replacement for Pruett, who had been badly hurt while testing an IndyCar. Then Weaver scored a fifth at Road Atlanta and a DNF at Florida's Palm Beach (both with Hurley Haywood), a seventh at Lime Rock (with Dyson), a fifth at Mid-Ohio and a second at Watkins Glen (with Haywood). Solo efforts by Weaver at Sears Point (fifth), Portland (ninth), Road America (fourth), and San Antonio (fifth) preceded a win at Tampa, followed by a fourth at the Del Mar finale.

Weaver was sixth in GTP driver's points for 1990, driving the only Porsche in the top 10. "James bitches and moans and wants everything changed," says Smith, "but when the race starts, he gets everything there is out of the car. He's very sensitive and very good at setting up the car."

Blaupunkt sponsored the winning Porsche 962C at the Daytona opener in 1991, but it belonged to Reinhold Joest. Dyson's Rain-X-sponsored 962C started 10th with Weaver, John Paul Jr., and Tiff Needell but went out just past the 14th hour with an oil pump failure after leading 56 laps.

Weaver ran 10 races in Dyson's Rain-X Porsche in 1991, his best finish being a fourth at Miami, and he ended the season 15th in GTP driver's points.

Dyson did not compete in the 1992 season. "We were supposed to have a big sponsor deal. We were all geared up, and the deal fell through two days before we were to leave for Daytona."

"We were basically done in 1993," says Schomann. "Rob had me prepare to lay people off. The 962 we raced that year, we didn't own. We'd sold it to a guy named Alex Wong and borrowed it to do Daytona. I put a wagonful of junk together, and we went to Daytona and finished second in GTP, our best ever finish there." It was also the only 1993 appearance for Dyson Racing.

After the GTP era, Dyson's team became a major force in World Sports Cars, winning the 1997 and 1999 Daytona 24 Hour race. Driver's championships were won by Butch Leitzinger in 1997 and 1998, James Weaver in 1998 (USRRC), and Elliott Forber-Robinson in 1999 (USRRC and American Le Mans Series).

"All race cars should be white so the graphics stand out so well. A race car is a canvas. I always thought of racing as a business."

JIM BUSBY

JIM BUSBY RACING: THE PRICE OF SPONSORSHIP

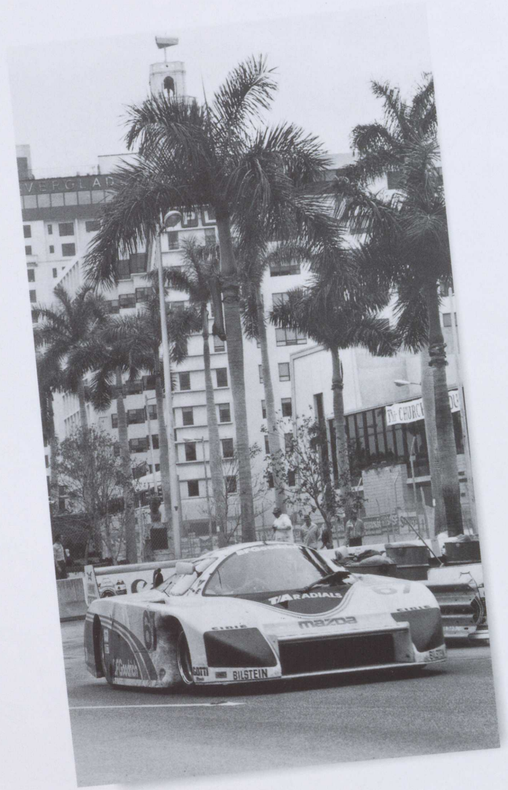
No team was more identified with a particular brand of tires than Busby Racing. BFGoodrich gave Busby tires, money, and cars, and Busby gave BFG a public showcase to display its remarkable achievement in running experimental versions of its basic street tires in a highly visible racing series. ¶Jim Busby's introduction to racing began at age four when his mother took him to the midget races at the Rose Bowl. "That's what I'm going to do," he told her. By the 1960s, Busby was doing it. Comedian-driver Dick Smothers introduced him to sports-car racing. While testing an F-5000 car, Busby wrecked, suffering a broken back and needing a year to recover. Afterward, he worked with Peter Gregg, and when Gregg switched to BMW in 1976, Gregg arranged for him to drive the Brumos Porsche. Busby won four Camel GT races in the Porsche in 1976, temporarily retired in 1977, then returned and won another Camel GT at Mid-Ohio in 1978 with Bill Whittington. When Gregg returned to Brumos Porsche in 1979, Busby bought his BMW 320i and finished second to Gregg at Road Atlanta April 8, 1979. Sharing a BMW M-1 with Dennis Aase, he placed third at Mid-Ohio July 15 and fourth at Road America September 2. The best he could do in 1980 was a pair of sixth-place finishes at Sonoma (Calif.) and Portland in a Porsche 935 he bought from Gianpiero Moretti.

Busby was John Fitzpatrick's designated co-driver in 1981, and he relieved him in the Sachs Turbo Porsche at all the endurance races on the schedule. Fitz finished the season third in points, behind Brian Redman and John Paul Jr., with Busby way back in the 14th spot.

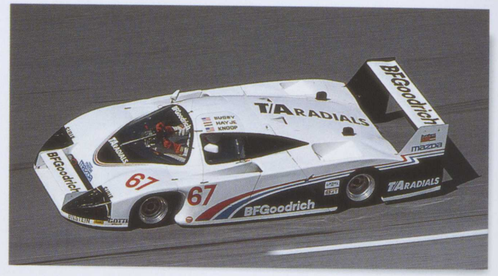
Jo Hoppen of Porsche arranged for Busby to drive a BFGoodrich-sponsored Porsche 924 on street radials at Le Mans in 1982, and he took first in the GT class with co-driver Doc Bundy. BFG then asked Busby to prepare a team to compete in the C2 category of the World Endurance Championship (WEC) and the IMSA Camel GT using race tires manufactured to U.S. Department of Transportation–approved street tire construction specifications. BFG obtained three of the four Lola T-616s, a smaller version of the C1 category T-610 and, with Mazda rotary power and a body redesign, the Busby team introduced it at the 1984 Daytona 24 Hours. Pete Halsmer, Dieter Quester, and Ron Grable finished 17th in car No. 68, and Busby, Boy Hayje, and Rick Knoop were a DNF in car No. 67.

After that, Busby racked up a lot of frequent-flier miles when he and his team ran at Miami February 26, Monza

OPPOSITE: At the 1988 Columbus race the No. 68 car of Pete Halsmer and John Morton placed third. It is shown here leading the No. 04 Group 44 Jaguar of Brian Redman and Hurley Haywood. (Hal Crocker) **ABOVE:** Jim Busby modified his 1980 Rusty Jones–sponsored BMW M-1 with wider body work, boxy fender flares, and an extended tail. The competition from the Porsche 935s meant that the best he could manage with the M-1 in 1980 were two sixth-place finishes. (Hal Crocker)



LEFT: Jim Busby and Rick Knoop finished sixth in No. 68 at the 1985 Miami race, just behind the No. 67 sister Lola T-616 of Pete Halsmer and Boy Hayje. (BF Goodrich)
RIGHT: BF Goodrich raced the Lola T-616s to show that street-legal tires could perform in a competition environment. The car made its racing debut at the Daytona 24 Hours in 1984. The No. 67 driven by Jim Busby, Boy Hayje, and Rick Knoop failed to finish. (Hal Crocker)
BELOW: When Lola created the T-616, the front end consisted of bug-eye lights and March-like fenders. Testing by Busby showed the lights were too high and ineffective. His revised nose design became the standard for the small Lola. (Jim Busby)

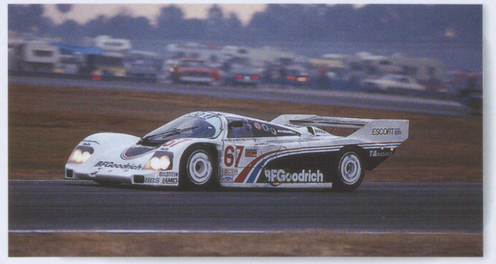


(Italy) April 23, Mid-Ohio June 10, Le Mans June 16, Watkins Glen July 7 and 8 (a two-day race), the Nurburgring July 15, and Fuji (Japan) September 30. Although the team was second in World C2 points for the year, it was outclassed in GTP, so Busby ordered a pair of Porsche 962s for 1985. The first of these (962-105/car No. 68) was Fitzpatrick's 1984 Le Mans car, and the second (962-106/car No. 67) was new from the factory. A third car arrived later in the 1985 season. The added power and ground effects put additional strains on the DOT-legal, street-construction tires.

"BFG was trying to run a street-legal tire to promote their tire business," says Halsmer, "and that made it particularly difficult for us to compete against the other teams, because that makes for a heavier tire, and the construction has to meet regulations that race tires don't have to meet. I thought it was quite an accomplishment to be as competitive as we were."

Because they did not race in the WEC in 1985, the BFG team was able to compete in all 17 GTP races on the IMSA schedule, usually with Busby and Knoop in No. 67 and Halsmer and John Morton in No. 68. Their only win was with Halsmer and Morton at Riverside (with Busby and Knoop second), but despite having a few DNFs, the team still did well enough to put Halsmer fourth and Busby 10th in driver's points for the year.

LEFT: In 1985 Busby Racing took delivery of three 962s. One had been John Fitzpatrick's car at Le Mans, which became No. 67. Shown here at Daytona, the car was driven by Jim Busby, Jochen Maas, and Rick Knoop and finished third. (Hal Crocker)
RIGHT: The second car, No. 68, was new from the Porsche factory. Shown here at Watkins Glen, its best finish was a win at Riverside in the hands of Pete Halsmer and John Morton. Running street-legal tire technology was a limiting factor in the team's performance. (Hal Crocker)



The three 1986 Florida races were both good and bad for the BFG team. Although Busby teamed with Darin Brassfield, Derek Warwick, and Jochen Mass in No. 67 to finish third at Daytona, No. 68 was destroyed when Jan Lammers hit the wall Sunday morning. No. 67 was damaged during the qualifying weekend at Miami a week before the race and was repaired in time to make the start, but it crashed again on lap 78 for a DNF. Busby, Brassfield, and Morton were second at Sebring in No. 67.

In the meantime, No. 68 was being repaired by Jim Chapman. Though it was listed as a 962/108, the only part that had originated in Germany was the nameplate. The composite chassis was substantially stiffer than the original. The factory car required 5,500 pounds of force to deflect one degree. Dave Klym's honeycomb required 8,000 pounds. The Chapman chassis required 24,000 pounds.

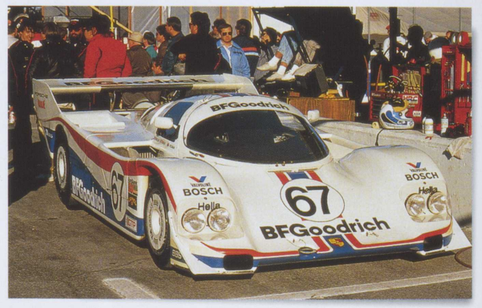
The BFG team had no wins at all in 1986, with Busby, Morton, Brassfield, and Mass driving the two cars in various pairings during the entire 17-race schedule. Darin Brassfield finished fourth in GTP driver's points for the year, Morton ninth, Mass 13th, and Busby 18th.

Busby reduced the effort in 1987 to a limited schedule with a single car, and Ed Pink replaced Andial as motor supplier. "In order to overcome our tire deficiencies, we needed to step up our engine development program," says Mike Colucci, who was the team's crew chief from 1984 to 1990 after leaving Preston Henn. "We felt that if we had done any engine improvements with Andial, our gains would have been passed along to Holbert. And we didn't have any guarantee of exclusivity."

Bob Wollek joined Brassfield and Busby for 1987. "We recruited Wollek because we needed someone who was an astute test driver for the tire development," says Colucci. "In that respect, he's brilliant." They started second in the Daytona 24 Hours but lasted only 89 laps. Their best result for the season was a second at Mid-Ohio on June 7 with Brassfield. The low point was Wollek's horrendous crash at Sears Point August 2 while leading the race. Wollek wasn't seriously injured, and the car was later rebuilt, verifying the strength of the Chapman tub. The season ended with Brassfield 11th in GTP driver's points and Wollek 13th. Wally Dallenbach Jr., whom Busby had chosen to replace himself early in the season, was 23rd.

For the 1988 season, the BFG paint scheme was revised. "We all got tired of the paint job," says Colucci. "We wanted something that was new and distinctive." Designer Roman Slobodynskyj developed a new body shape that had a lower point to a longer nose and a closed tail with a two-piece rear wing to increase negative pressure. Downforce was increased 20 percent. "Roman redesigned the underbody for us," says Colucci, "and we sent our guys to school to learn how to do carbon fiber and composite technology."

OPPOSITE: Bob Wollek and John Andretti compare their impressions of the car in a meeting with the crew in preparation for West Palm Beach race 1989. The pair qualified fifth but took the lead on lap 138 for an easy win. Wollek also set fastest lap and was rewarded with the Norelco Driver's Cup. (Hal Crocker)
LEFT: Team leader Jim Busby talks with the crew at Road America in August 1986. Busby and Wally Dallenbach Jr. dropped out after 96 laps. (Hal Crocker)
RIGHT: The team became tired of the color scheme it had been running since the Lola 616 program and wanted a change, any change. What it got stayed in line with Busby's belief that a car should be basically white to show off the sponsor's red-and-white colors. They were ready for the 1988 season. (Lee Self)



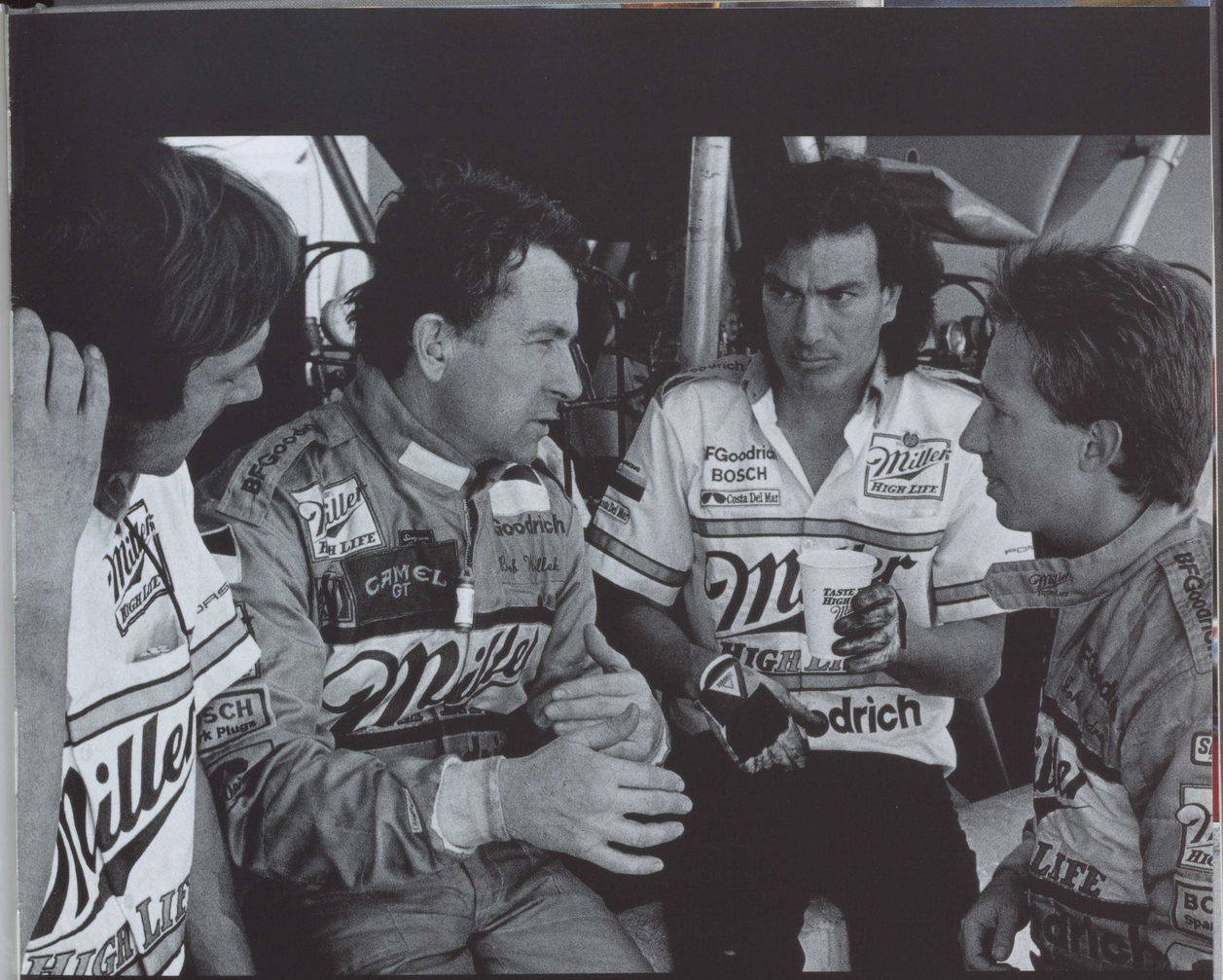
The 1988 season began with a pole position at the Daytona 24 Hours (Mauro Baldi/Brian Redman/Bob Wollek), but a damaged nose support forced five unscheduled pit stops and a second-place finish, one lap behind the winning Jaguar. Opting to run a limited schedule, Wollek and Baldi were DNFs at Miami February 28 and West Palm Beach April 24, fifth at Mid-Ohio June 5, fourth at Watkins Glen July 3, third at Columbus October 2, and third at Del Mar October 23, with Wollek going solo at Portland July 31 (DNF) and Sears Point August 14 (fifth).

After Al Holbert's death, Miller Brewing wanted to continue with a top Porsche team, which meant either Busby or Dyson. It chose Busby, and as a consequence, the team re-established its ties to Andial, the factory's U.S. representative. "It wasn't that Ed Pink didn't do a good job," says Colucci. "We never had a single engine failure in those two years."

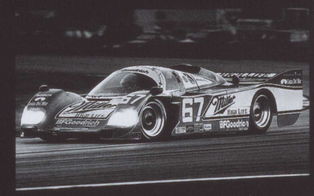
Before the start of the 1989 season, Kevin Jeannette bought the Slobodynskyj-designed, Chapman-built 962 for Busby to race as No. 67.

For Daytona 1989, the two JBR cars were in the gold, white, and green Miller High Life colors. John Andretti, Derek Bell, and Wollek qualified 12th in No. 67, the first race in which Busby did not compete as a driver, while Mario and Michael Andretti started 16th in No. 68, the ex-Holbert HR-01 maintained by Kevin Doran and the former Holbert team. No. 67 took the lead on lap 456 and held it to the finish. Mario and Michael were a DNF after 237 laps. John Andretti and Wollek were fifth at Miami March 5, a DNF at Road Atlanta April 2, first at West Palm Beach April 23, a DNF at Lime Rock May 29, sixth at Mid-Ohio June 4, a DNF at Watkins Glenn July 2, fourth at Road America July 16, sixth at Portland July 30, and seventh at Topeka (Kan.) August 18. Acquiring a second car from Porsche, an air-cooled 962, the team finished third and fifth at San Antonio September 3, and ninth and 10th at Sears Point September 10. Then John Andretti and Wollek paired up again to take third at Tampa October 1 and 13th at Del Mar October 22.

A new No. 68 appeared at Sears Point. "The Porsche factory loaned us a water-cooled car to race at the end of '89, starting with Lime Rock," says Colucci. "We put our underbody on it. We put our nose on it, our tail on it. We took it out. It wasn't too bad. It looked the same, but it



RIGHT: As dawn broke at the 1989 Daytona 24 Hours, the winning No. 67 car driven by Bob Wollek, John Andretti, and Derek Bell exits the Horseshoe to take the win by almost a lap. The unique 962 was designed by Roman Slobodynskyj on a Jim Chapman composite chassis. (Hal Crocker)
FAR RIGHT: Derek Bell, flanked by John Andretti (left) and Bob Wollek (right), proudly shows off the trophy for winning the 1989 Daytona 24-Hour race. A beaming Jim Busby grins at the far right. (Hal Crocker)



OPPOSITE: Mario Andretti raises the door for his son Michael during a driver change and pit stop at Daytona in 1989. They qualified the No. 68 ex-Holbert 962 16th, and the car was supported by Al Holbert's former crew. They did not finish the race. (Hal Crocker)
LEFT: Other than the wins at Daytona and West Palm Beach, the rest of the 1989 season was haphazard. Busby's team suffered three DNFs, including one at the Road Atlanta event here, and a handful of lackluster finishes. The 962's lack of competitiveness was increasingly evident. The water-cooled model was slightly more powerful but was more expensive to build and operate. (Hal Crocker)
RIGHT: BFGoodrich wanted a car that could win, so in 1990 the Busby team bought a car from Nissan. But Busby himself had had enough of racing and sold the team after Road Atlanta. The team carried on for new owner David Seabrooke and continued its respectable finishes, including a third at Del Mar, shown here. (Hal Crocker)

was a water-cooled car. Those things [water-cooled engines] were very expensive. We didn't have the budget to buy one. The aerodynamics weren't any better than what we had." The design of the exhausts on the water-cooled engine required the smaller, Group C tunnels, which reduced downforce. Jeannette managed the air-cooled car through the remainder of the 1989 season.

"BFGoodrich demanded that we have a competitive car for 1990," says Colucci. "We didn't have the expertise to build one, so we had to buy one from Nissan. We knew Donny Devendorf and those guys, and we basically made an agreement to buy a single car, a spare engine, and spare parts and other junk. So we went racing."

At Daytona, Kevin Cogan, John Paul Jr., and Mauro Baldi started sixth in the BFGoodrich-shod No. 67 Nissan but lasted only 397 laps. Running the entire season for BFG, paired with Cogan in the endurance races, Paul finished second at Miami, fifth at Sebring, and was a DNF at Road Atlanta. After that, the team was sold to Canadian David Seabrooke but continued to race as BFG/Miller. "Busby was having some hard times and no longer had an interest in racing," says Doran. "Seabrooke was looking to be a big race team owner and was able to put together a financial package to buy Busby Racing."

It was the Busby team with a new owner, and it was fifth at Palm Beach, seventh at Topeka, 13th at Lime Rock, a DNF at Mid-Ohio and Watkins Glen, seventh at Sears Point, fifth at Portland, fifth at Road America, a DNF at San Antonio, third at Tampa, and third at Del Mar. Paul ended up eighth in season points, with factory Nissan drivers Geoff Brabham and Chip Robinson first and second.

"As engineers, Devendorf and those guys were only too happy to see us succeed," says Colucci, "but Kas Kastner thought it was only fitting that the factory should hammer customers, too. They would help us, but not enough to help us get better."

"I didn't really intend to be a team owner. I didn't need another business. Sure, you'd like to win, but it's not as much fun as that red mist if you've got it in your blood to drive fast."

PRESTON HENN

PRESTON HENN: RACING SHOULD BE FUN

In 1960, Preston Henn moved to southern Florida from his native North Carolina to establish a chain of drive-in theaters. He named the largest screen Thunderbird. His theaters did double duty as swap meets by day, making Henn a wealthy man while still in his mid-30s. ¶First powerful boats, then a Ferrari Daytona in 1970 became promotional tools for the T-Bird Swap Shops. In 1979, Henn bought into the Ted Field/Danny Ongais Porsche 935 for the Daytona 24 Hour race and promptly spun it, breaking off the oil cooler. Having a backup ride with the Whittingtons, Henn got into their car, which he spun into a guardrail. "I was the first guy to wreck two turbo Porsches in one race," says Henn.

After that, Henn bought his own 935, which he rented to wealthy businessmen-drivers like the Whittington brothers, John Paul Sr., Randy Lanier, and Marty Hinze. In 1980, John Paul Jr. won his first GT race in the Swap Shops car.

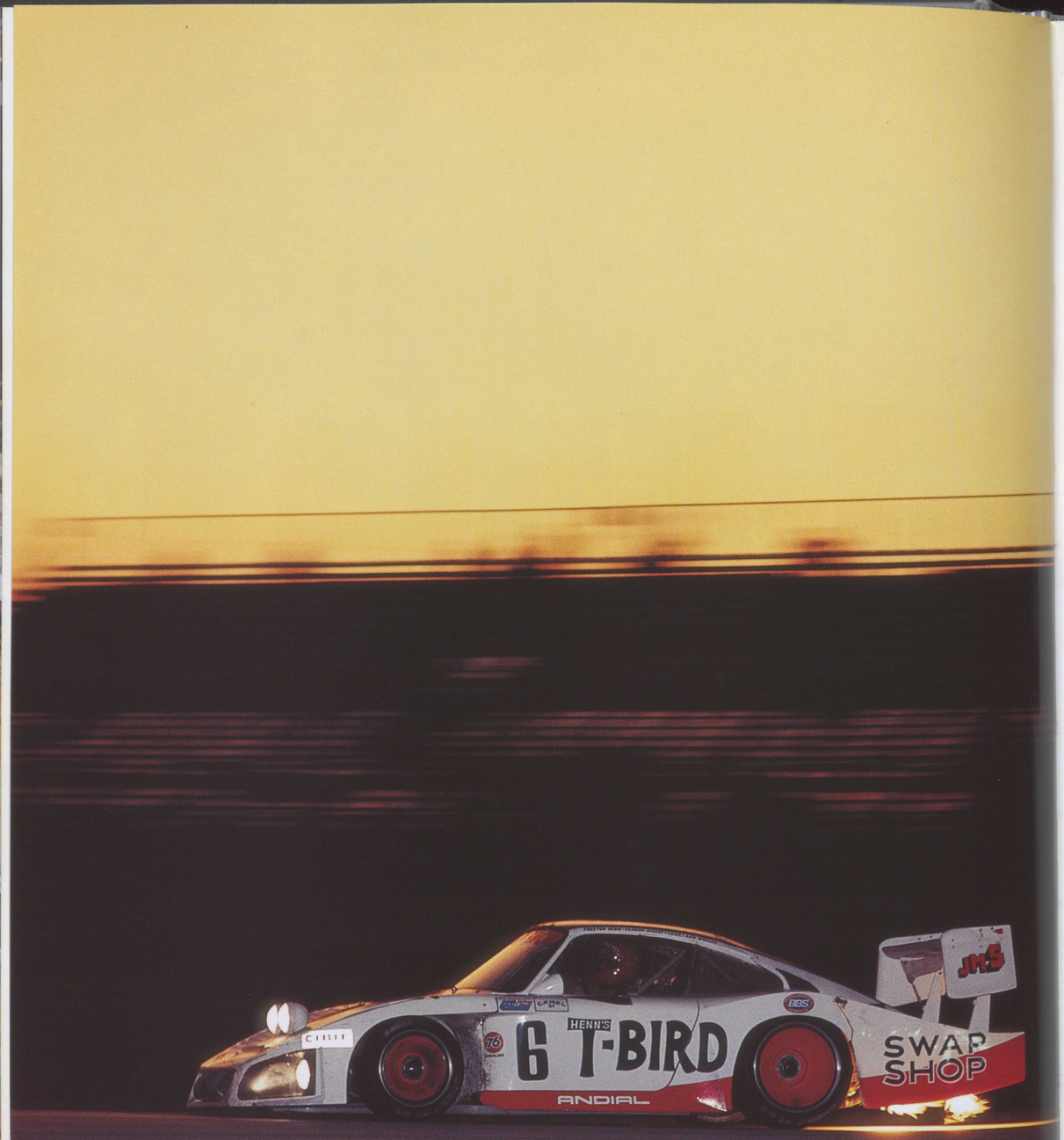
Realizing that he lacked the skills to be a winning driver, Henn decided to become a full-time car owner and part-time driver. Daytona was the first race of 1983 with Bob Wollek, Claude Ballot-Lena, himself, and the ultimate 935, the Glen Blakely–designed, Andial-built "Moby Dick." Preston bought the car in late 1982, entrusting it to chief mechanic Kevin Jeannette.

"It was a California hot rod, which is how it was in America," says Jeannette. "I told Preston that if he gave me a car that was competitive, we could win races.

Wollek qualified on the pole. A. J. Foyt's Aston Martin Nimrod was in the adjoining pit. "Foyt was asking about our Porsche and said he'd like to drive it," says Henn. "And I said, 'A. J.,' whom I didn't know very well at all, 'That piece of shit you're driving there, when it breaks, why don't you take my place and drive my car?' Because I knew I'd get publicity and whatnot even if he splattered the car. So along about midnight their car went out, and he left, and I got to thinking about it, and so I gave him a call about three in the morning. He was staying at the Hilton, and he said 'Are you serious?' And I said 'Yeah.' He said 'OK,' and he came back out to the track at 4 o'clock. He said 'Do you mind if I wait 'til it gets daylight? I've never even set down in a Porsche.' So we set A. J. down in Akin's Porsche, which had wrecked during the night, and showed him the general layout of the car, and that was pretty much it.

"By daylight, Bob Wollek had brought the car up to first or second. And so instead of me getting in the car, A. J. got in the car, and Wollek just blew up! 'What the hell's going on? A. J. Foyt's out here driving for publicity!' Well, that attracted everyone's attention. A. J. had kept it in first place, actually setting fastest lap in the rain. Everything was sugar and spice when we went on to victory."

OPPOSITE: After winning the Paul Revere 250 in July 1983, Preston Henn and A. J. Foyt were together again at the 1984 season-opening race at Daytona. Foyt was teamed with co-drivers Derek Bell and Bob Wollek in Henn's 935 and they placed second in the 24 Hours. (Hal Crocker) **ABOVE:** Danny Ongais at speed at Daytona in 1979. Henn had bought a ride with the Interscope team for the 24 Hours that year and wrecked the car shortly after he had begun his stint. He had a backup ride in the Whittington brothers' Porsche and crashed that, too. (Hal Crocker)



OPPOSITE: The Swap Shops team won at Daytona in 1983. Henn assembled an all-star lineup of Bob Wollek, Claude Ballot-Lena, and mid-race addition A. J. Foyt to share his Moby Dick 935. This was Foyt's first time behind the wheel of a Porsche. (Hal Crocker)
LEFT: At the Miami Grand Prix, Michael Andretti was scheduled to co-drive with Bob Wollek in the Porsche 935, but the rain-shortened race was called before Andretti got in. Wollek placed ninth. (Hal Crocker)
RIGHT: Henn amended his "Florida-only" policy when he took his team to Le Mans in 1984. His No. 26 Porsche 956, driven by John Paul Jr. and Jean Rondeau finished second. Henn returned to the driver's seat of the No. 41 962 and enlisted Michel Ferte and Edgar Doaren as co-drivers. The car broke in the 20th hour. (Hal Crocker)

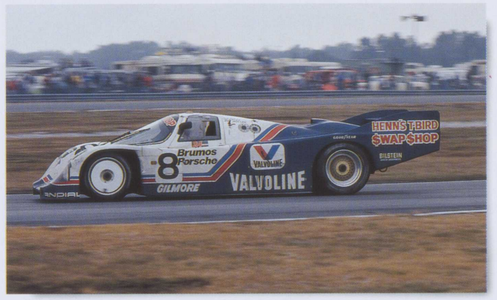
Henn took two cars to California for the Riverside 6 Hours April 24, 1983. Moby Dick was sponsored by PPG, the CART series sponsor, because it was driven by CART drivers Mario Andretti and Foyt. Without the PPG sponsorship, Henn would not have raced outside of Florida. "My business is in Florida," says Henn. "I'm the primary sponsor, and it [the schedule] just didn't make any economic sense." Henn entered his 935 Turbo for himself and Mario's son Michael. Foyt was bothered by a left-side door that refused to latch. "A J was so big that whenever he came out of [turn] nine, the door would spring open, and boy, did that piss him off," says Jeannette. "We had to put on a special latch that you could only get open by pulling out a pin. That was a helmet-throwing adventure, and he didn't like the car anyway." Foyt was relieved by Mario, who was replaced by Bill Whittington, who ran only two laps before the engine quit. Henn and young Andretti, with mid-race assistance from Foyt, did a little better, making 161 laps to the other car's 81 before it also retired.

Henn's Moby Dick scored another Daytona win July 3, 1983, when Foyt and Hurley Haywood won the 18th annual Paul Revere 250. This race was run the night before the NASCAR Firecracker 400, and Foyt was able to run for Henn because he had withdrawn his stock car following a practice crash. Foyt spent most of his stint in the dark with the lights off to save the battery after the generator went out.

Henn's last race as a driver was with John Paul Jr. in the 935 at Road America August 21, 1983, a DNF after Paul had qualified third fastest. Foyt was back in Moby Dick with Bill Adam for the season finale at Daytona in November, finishing 29th after falling behind with engine problems.

Mike Colucci, who had replaced Jeannette, went to England with Graham Everett, another permanent member of the team, to prepare Henn's new Porsche 956 for races in Europe with support from Escort (mobile radar detectors) and Hawaiian Tropic (suntan lotion). "As a team owner, he more or less left us alone," says Colucci. "He'd get upset if I spent too much money. One time he told me that he gave me an unlimited budget and I exceeded it."

OPPOSITE: Hurley Haywood and A. J. Foyt pose in the awards ceremonies after a well-earned win at the Paul Revere 250. (Hal Crocker)
LEFT: The 1985 season began with a win in the Daytona 24 Hours for Henn's 962 after he assembled another strong driver roster with Valvoline: A. J. Foyt, Bob Wollek, Al Unser Jr., and Thierry Boutsen. They won by 17 laps over Al Holbert's 962. (Hal Crocker)
RIGHT: Kevin Jeanette, the Swap Shops' chief mechanic, talks with Preston Henn at West Palm Beach in June 1986. (Hal Crocker)



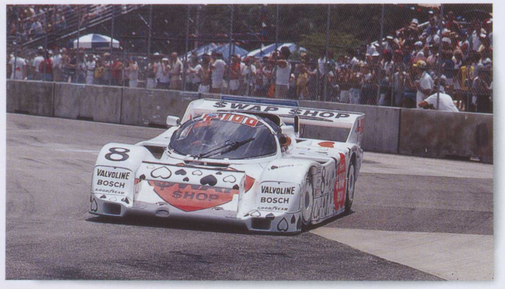
Henn's team of Foyt, Wollek, and Derek Bell began 1984 with the Moby Dick placing second at Daytona, fourth at Miami (without Bell), and third at Sebring. The debut of Henn's 962/004 at Le Mans, car No. 61, shared by Henn and European drivers Michel Ferte and Edgar Doaren, ended in a DNF four hours short of the finish. But his 962, car No. 26, driven by John Paul Jr. and Jean Rondeau, finished second.

The 962/004 made its American debut at the 1984 Daytona finale in November, with Holbert and Wollek finishig third. Two months later, the same car, now sponsored by Valvoline, won the 1985 Daytona 24 Hours with Foyt, Wollek, Thierry Boutsen, and Al Unser Sr. After a DNF at Miami, Foyt and Wollek won at Sebring, with Swap Shops once again the 962's primary sponsor. Wollek remained in the series with Bruce Leven, but Henn stuck to his "Florida only" policy for the rest of the season, entering only the Daytona finale with Holbert and Foyt. Holbert led for six laps before handing over to Foyt and jumping into his own Lowenbrau 962, replacing Al Unser Jr. Holbert went on to win; Foyt was a DNF with engine failure.

The Foyt-Henn partnership was reversed in May when Henn, Colucci, and the IMSA team were part of Foyt's pit crews at the 1985 Indianapolis 500, where all three of Foyt's cars made the race.

Returning to Daytona at the start of the 1986 IMSA season, Henn's 962, again sponsored by Valvoline and driven by Foyt, Danny Sullivan, and Arie Luyendyk, had a 14-lap lead over Holbert's car after 17 hours but finished second after spending 30 minutes in the pits to repair a split oil line, followed by a longer stop to fix the turbocharger, which had overheated during the prior stop. Foyt (with Sullivan) scored another second at Miami but was a DNF at Sebring (with Drake Olson) three weeks later. Henn entered Foyt and Danny Ongais June 22 at West Palm Beach, where the car was sponsored by Hiney Wine, a fictitious brand dreamed up by a bunch of radio stations. To go along with the gag, the car was covered with hearts, which were turned upside down.

LEFT: A West Palm Beach radio station sponsored Henn's car with the fictitious Hiney Wine. Foyt, teamed with Danny Ongais, openly complained about the car covered with what he saw as "a bunch of rear ends." When Ongais crashed at 127 laps, Foyt's career with Henn ended. (Hal Crocker)
RIGHT: In 1988 Copenhagen Tobacco, Foyt's IndyCar sponsor, supported his 962 at Daytona and Sebring. Foyt had purchased a Holbert Racing chassis, which was maintained by Brumos Porsche of Florida. The Foyt-owned 962 never won a race. (Hal Crocker)



"A. J. had no problem with Danny at first," says Henn, "but when Danny wrecked the car, he said 'God *damn*—driving around with a bunch of rear ends painted on the car, it's embarrassing.' So A. J. and I sorta split at that time."

Foyt tried to buy a new 962 for himself, but there were none available, so he bought a spare 962 Holbert chassis from David Klym. Brumos Porsche assembled the parts into a race car, and Andial prepared the motor. Unser Sr. and Sullivan came back as co-drivers. Foyt couldn't offer the pay they might have earned driving for someone else, but, as Foyt crew member Cecil Taylor says, "They just wanted to do it for experience and fun."

The Brumos team was integrated into Foyt's IndyCar team. Brumos prepared the 962 and maintained it during the race season. The car was taken back to Houston for storage. "Foyt owned the car, and we did the running," says Jim Bailie, who was chief mechanic at Brumos. "It was an effort in many different directions."

As a team owner, Foyt never won an IMSA race. His best finish was a fourth with Davy Jones in Round 9 at West Palm Beach in 1987. Round 14 at San Antonio was the first ever IMSA Prototype race in Texas, and there could be no greater draw for the event than native Texan Foyt. Holbert invited A. J. to share his Lowenbrau No. 1, which placed second to the No. 14 team car driven by Bell and Chip Robinson.

Foyt raced his Copenhagen Tobacco–sponsored 962 for the last time at West Palm Beach April 24, 1988. He started tenth but dropped out early to finish 22nd.

Early in 1987, Jeannette talked Henn out of racing because "he just wasn't into it anymore."

"I got the car ready for the Daytona 24 Hours that year," says Henn, "but IMSA changed the rules. They downsized the engine to three liters, which meant for an engine that put out a comparable amount of horsepower, you had to put out another $60,000, and I already had the car ready, so I said the hell with it, and I packed it in."

"Preston was fond of saying that since he was rich, he could be called eccentric," says Colucci. "If you met Preston, you'd never know he graduated from Vanderbilt as a chemical engineer. He tried to give you the impression that he was a hick. Some guys used to call him Jed Clampett, but Br'er Preston was sharp as a tack. He was about as tough a negotiator as there is. With him, [racing] was a kind of a hobby. He was enamored with rubbing shoulders with the racing crowd."

ABOVE: Porsche competition director Jurgen Barth talks with Preston Henn and A. J. Foyt at the last race of the 1983 season at Daytona. Foyt and Bill Adam placed 29th after engine problems. Henn himself had stopped driving after the August 31 race at Road America. (Hal Crocker)
RIGHT: Seven weeks after winning Daytona, A. J. Foyt and Bob Wollek shared Henn's 962, which had been painted in Foyt's signature Coyote orange, to win at Sebring in 1985. As they had at Daytona, they beat the Holbert Racing team of Al Holbert, Derek Bell, and Al Unser Jr., this time by four laps. (Hal Crocker)

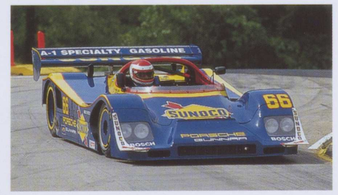
"He's an artist. He has a good flair for stirring up some excitement, stirring up the imagination of the people around him."

KEVIN DORAN, PORSCHE SPECIALIST

GUNNAR RACING: KEVIN JEANNETTE'S 966 SHOW CAR

Kevin Jeannette got his start in racing by restoring Porsches for museums in the late '70s. Then he began preparing race cars for the Whittington brothers and later Preston Henn. At the end of 1984, Jeannette took charge of the Rusty Jones Mazda-Argo. Daytona 1985 was a double win for Jeanette when the Argo, driven by father-and-son team Don and Kelly Marsh with Ron Pawley, won the Camel Lights class and the 962 he helped develop for Preston Henn won overall. Later he worked for Bruce Leven's Bayside team and Jim Busby's BFG team.

Jeannette and his partner, Jeff Hayes, first approached IMSA in 1989 about an open-cockpit Porsche using a Can-Am-style roll bar. "Up to then, you could run an open-cockpit car, but they made you have the roll cage of a current GTP car, which made the Spyder very ugly," says Jeannette. "I said that if they would change the rule to allow an open roll bar, I'd go ahead and make a car. They said great—if I gave them what was in a typical Can-Am car and figured out how to protect the driver. I took a Chapman tub that had never been used and changed the roll bar system and developed the bodywork I wanted to create the car. The name Gunnar came from a true story about a sailor named Gunner Gunette, but I liked it better spelled G-U-N-N-A-R.

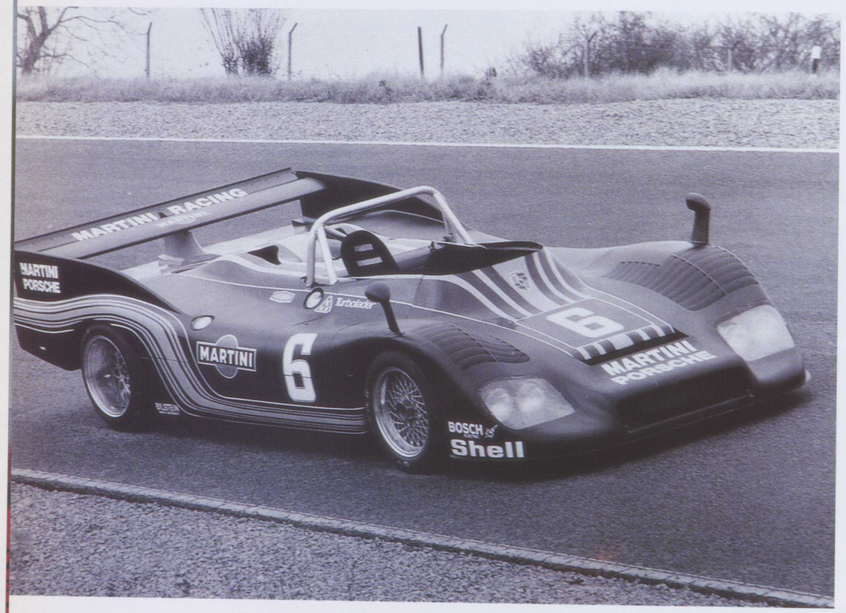


"I knew that the 962 had run its heyday, but having the first open version would be great PR, and every sponsor is looking for great PR. They really don't care about winning a race. If you add it all up, what they got out of a race was how much coverage, how many stories. I figured that if I was first, I got all the coverage, so I did it. Of course, the car wasn't competitive, but it was a crowd pleaser and the predecessor of the world sports cars. That's how the car came about—to beat up everybody in the PR department."

"Porsche Cars of America was not pleased at what I called the car," says Jeannette. But when officials from Porsche AG were shown the car, they had no problem with the Porsche-like numerical designation. So it was a Porsche-Gunnar 966.

The twin turbo was air-cooled, the first such combination. The oil cooler was moved to the nose, enhancing the 936 look and improving front downforce and weight distribution. The air-cooled motor allowed larger

OPPOSITE: : One of the many different paint schemes carried by the Gunnar Porsche was this Jaegermeister livery that was run by John Paul Jr. at Miami in April 1991. He started in ninth place but dropped out with electrical problems early in the race. Other paint schemes on the 966 included sponsorship by Budweiser and Pete Rose. (Hal Crocker) **ABOVE:** For late 1993 the 966 was painted in honor of another famous American racing Porsche, Mark Donohue's 917-30 Sunoco Can-Am car. IMSA president Charles Slater lasted two laps at Road America. Slater and John Paul Jr. finished eighth at Portland, and Paul lasted 11 laps at Phoenix. (Hal Crocker)

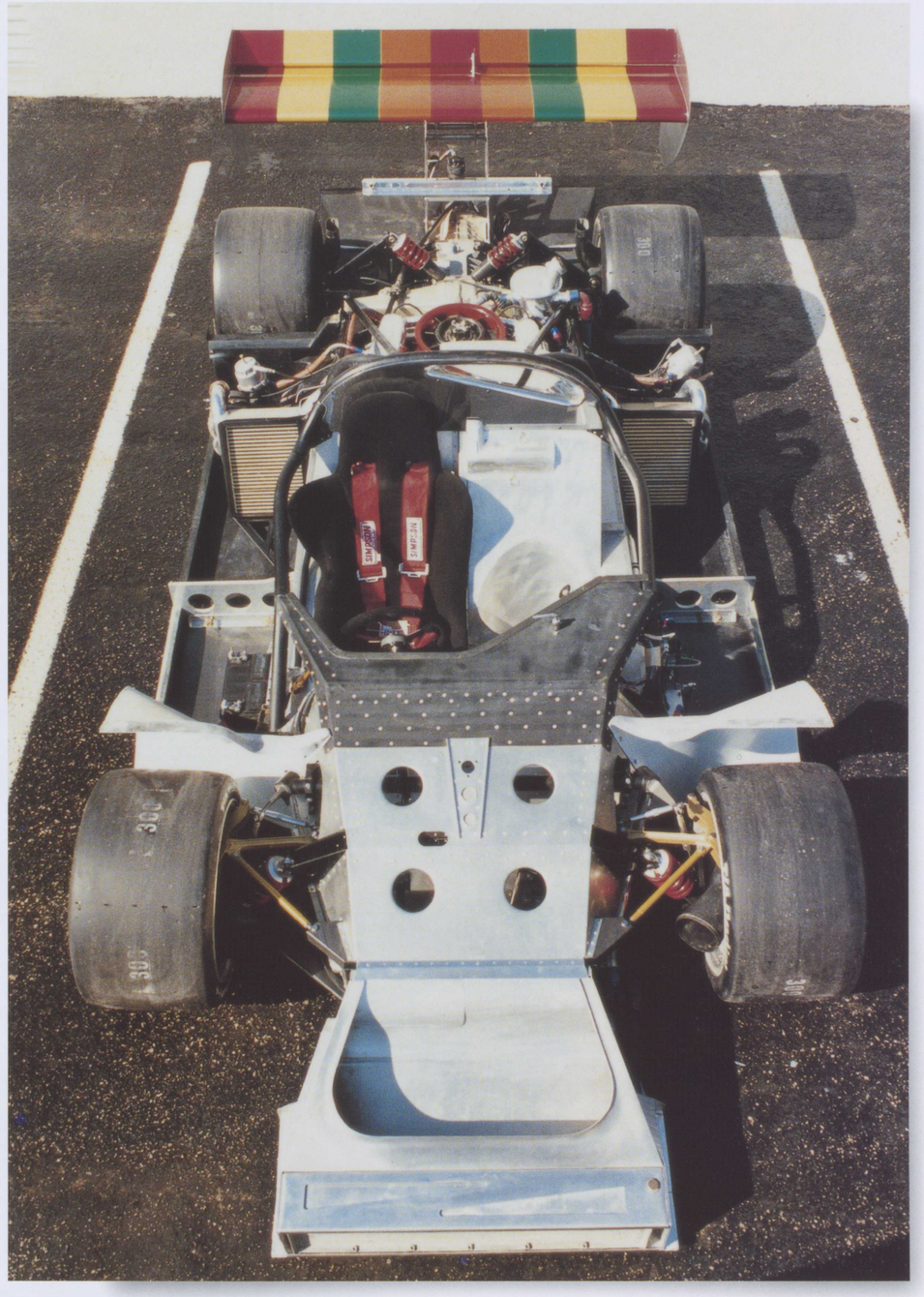


OPPOSITE: The 966 without body, showing the front-mounted radiator built upon the Jim Chapman tub. (Kevin Jeanette)
LEFT: The Porsche 936, the late 1970s roadster that was the inspiration for Kevin Jeanette's creation, the 966. (Porschewerks foto)
BELOW: The finished 966. (Kevin Jeanette)

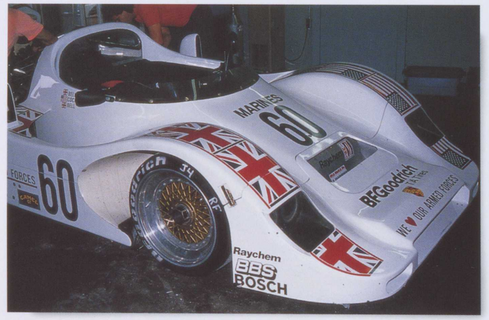
tunnels and, with no need for side radiators, the upper body was a smooth flow from nose to tail. The body leading into the rear deck was lowered, thereby increasing downforce. There was a penalty in drag, but on the shorter circuits, that was less important than the improved visibility, downforce, and acceleration. Because of negative air pressure over the open cockpit, the car was found to be hotter for the driver than a closed car, a characteristic inherited by World Sports Cars (WSC).

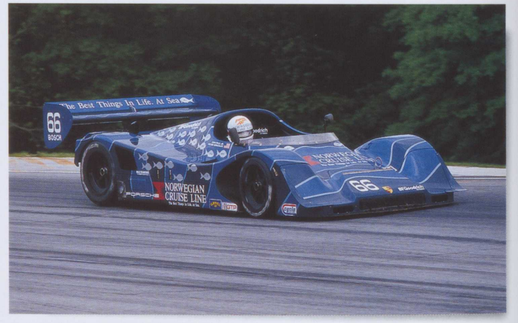
Kevin Doran managed the team. "It was a remake of a car that was too old to be remade," says Doran. "He should be commended for doing as good a job as he did. That was Kevin's strong point, in presentation of a product."

Sponsorship for the car's debut in the 1991 Daytona 24 Hours came from BFGoodrich. Honoring the soldiers of Desert Storm, the 966 (No. 60) carried the message "We Love our Armed Forces." Derek Bell and his son, Justin, were teamed with Jay Cochran to drive the car. After qualifying 13th, Jeannette told IMSA he planned to park the car after the start and return with Cochran before the race ended. This would ensure that the car finished and got publicity. Jeanette took the car from the race early in the running and placed it in a tent in the



OPPOSITE: Kevin Jeanette behind the wheel of the 966. As with every other new car he built, Jeanette was the first one to drive it. (Kevin Jeanette)
LEFT: The paint scheme concept for the 966 at the Daytona 24 Hours in 1991 was a tribute to the armed forces who fought in Operation Desert Storm. Its headline-grabbing finishing touch was the hundreds of signatures and inscriptions that fans added before the start of the race. The pristine car is shown being prepared at Kevin Jeanette's shop. The signed car is shown on pages four and five. (David Connell)
RIGHT: At Road Atlanta in 1991, the 966 was sponsored by Norwegian Cruise Line. Race fans signed each of the fish. (Hal Crocker)





infield and invited fans to sign the car. By the time the car re-entered the race, it had been signed by an estimated 5,000 people (the signed car is shown on pages four and five). BFGoodrich and the IMSA series sponsor, Camel, each donated $1 per signature to the U.S.O., which raised approximately $10,000 for that organization.

Despite an official 40th place, it was the 966 with all the signatures that was featured in newspapers across the country. A Joest Porsche 962C won the race, but Jeannette won in the press. "We smoked them," says Jeannette.

At Miami, John Paul Jr. and Derek Bell started 22nd and finished sixth. The only other race in 1991 was Road Atlanta, where the car carried No. 66 and was decorated with silver fish stickers that denoted sponsorship by Norwegian Cruise Lines. By race time, every fish was signed. John Paul Jr. and Vic Gonzalez started 11th and finished 13th.

The 1992 season began at Miami with Swap Shop sponsorship. Paul Jr. and Albert Naon started twelfth and finished 12th. At Sebring, the car was painted to honor the late Peter Gregg, with Gregg's colors and number. Gregg's former teammate, Hurley Haywood, was paired with Bobby Carradine, their race ending with a DNF after starting 21st.

In 1993, the car looked different every time it appeared, beginning with Sebring, where it displayed Diet Coke sponsorship. Pete Rose sponsored the car for West Palm Beach. At Lime Rock and Road America, the car was painted to resemble the Sunoco Porsche 917-30 of two decades earlier. A mechanical problem ended the car's racing career at the series finale in Phoenix.

SPEEDMEISTERS: JOEST, BRUN, DAUER, AND GEBHARDT

When their Porsche 962Cs became outclassed by newer cars in World Sports Car competition, several German/Swiss teams entered them in the Camel GT series, encouraged by IMSA rules that had been relaxed to admit them.

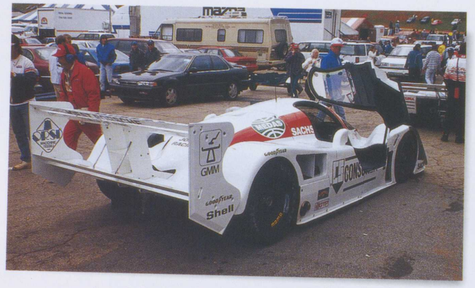
JOEST

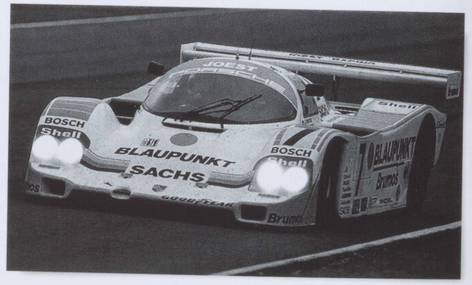
As the owner of a semifactory Porsche racing team, Reinhold Joest drove in the 1977, 1978, and 1979 Daytona 24 Hours, then won that race in 1980 partnered with Rolf Stommelen and Volkert Merl in the Liqui Moly 935 owned by Merl and tweaked by Joest. Later, when he was leasing his cars and/or his services to the likes of Gianpiero Moretti and Mauricio DeNarvaez, Joest occasionally competed in the Camel GT, this time as an entrant and primarily at Daytona, Miami, and Sebring. His 962 placed fourth in the 1987 Sebring 12 Hours (driven by John Winter, Sarel Van der Merwe, and Danny Ongais), second in 1988 (driven by Winter, Frank Jelinski, and Paolo Barilla), and fifth in 1989 (driven by Jean-Louis Ricci, Jelinski, and Bob Wollek). His No. 7 Porsche 962C won the 1991 Daytona 24 Hours (driven by Winter, Jelinski, Henri Pescarolo, and Hurley Haywood). The same car (driven by Winter, Pescarolo, and Jelinski) finished fourth six weeks later at Sebring, where the No. 6 team car (driven by Wollek, Bernd Schneider, and Massimo Sigala) finished third behind two Nissan NPT90s.

Operating out of Franz Blam's Porsche shop in Atlanta, the Joest team contested all but one race in the 1992 IMSA Camel GT series. After a DNF at Daytona, Joest had a respectable year with his "obsolete" but updated No. 7 Porsche 962, using Winter and Oscar Larrauri as his primary drivers, with occasional help from Jelinski, Sigala, and Schneider. They scored a fourth at Miami, another DNF at Sebring, a fourth at Road Atlanta, a sixth at Lime Rock, a fifth at Mid-Ohio, an eighth at New Orleans, a fourth at Watkins Glen, a DNF at Laguna Seca, a fifth at Portland, a seventh at Road America, and a DNF at Phoenix. Joest did not enter the next (and last) race of the season (Del Mar), and neither did any other Porsche, but Larrauri still managed to finish the season fifth in driver's points. Joest also has the distinction of scoring the last win by a Porsche in a Camel GT. This occurred when Toyota passed up the July 11, 1993, Piggly Wiggly Grand Prix of Road America. Moretti's Nissan went out early, and the two Joest 962Cs scored a 1-2 finish.

OPPOSITE: Reinhold Joest (left) and Derek Bell in conference at Laguna Seca for the July 21, 1991 race. (Hal Crocker) ABOVE: Walter Brun. (Hal Crocker)TOP: The Torno-sponsored Joest 962 at Daytona in February 1991. (Hal Crocker)

LEFT: For 1992 Joest fielded two modified 962s. The air that cooled the radiators exited from side of the car rather than the top, and the twin wing was mounted directly to the transmission. At Road Atlanta Oscar Larrauri started seventh and finished fourth. (J. A. Martin)
RIGHT: In 1991 the two-time Le Mans–winning Joest team added the Daytona 24-Hour race to its resume. The driver lineup was an all-star cast of endurance racers: Bob Wollek, Henri Pescarolo, Hurley Haywood, Frank Jelinski, and John Winter. (Hal Crocker)
BELOW: When the Toyota Eagle team skipped the 1993 race at Road America, Team Joest, led by John Winter and Manuel Reuter in 962C No. 7 took a 1-2 finish with John Paul Jr. bringing the No. 77 car in second. Note the scoreboard in the background that displays the car numbers and positions. (Hal Crocker)





BRUN

Walter Brun's Swiss-based Porsche team won the 1986 Group C World Sports Car championship thanks, at least in part, to what Brun learned from driving in the 1981 Daytona 24 Hours (sixth in a BMW M-1 with Hans Stuck and Alf Gebhardt). Like many other Group C Porsche teams, Brun later entered his 962C in the Daytona 24 Hours beginning in 1987 (second place with drivers Oscar Larrauri, Sigala, and Gianfranco Brancatelli), in 1988 (a DNF with the same three drivers), and again in 1989 (third place with Larrauri and Hans Stuck). After that, he tried to help John Kalagian run a team following Kalagian's near-fatal accident at Riverside April 27, 1986, but neither he nor Kalagian had the necessary resources.

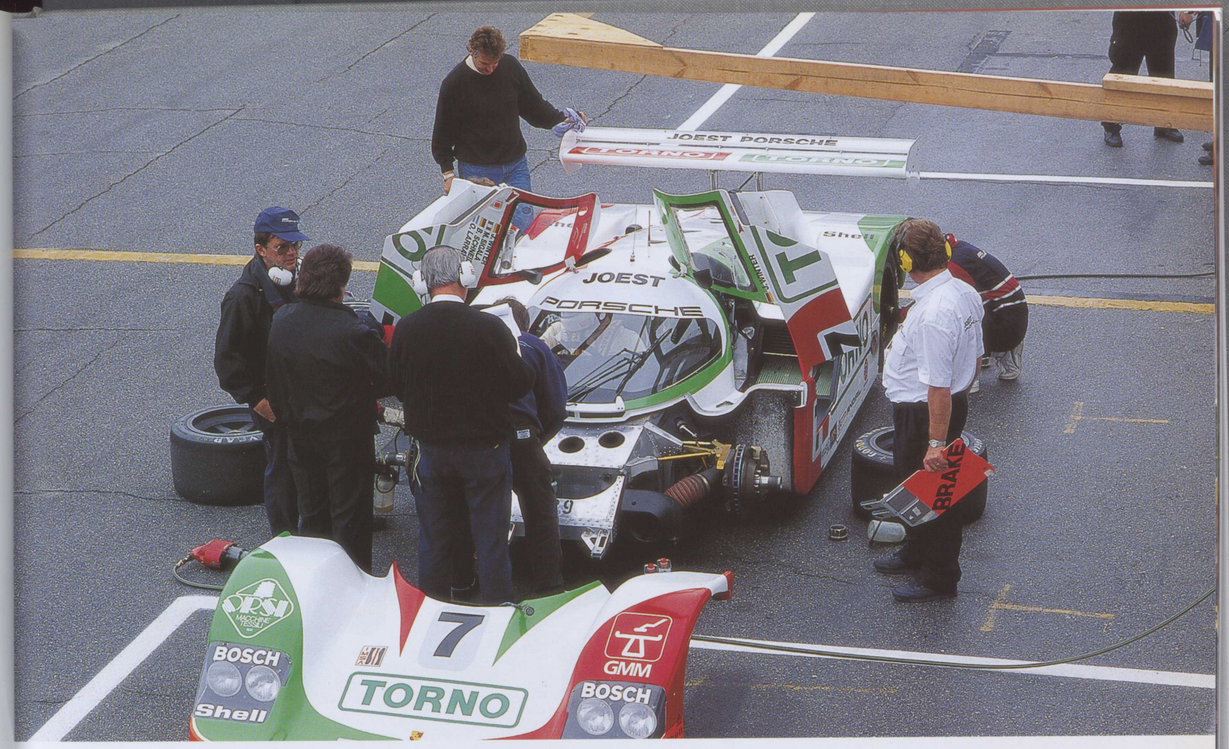
The Brun 962C was the only Porsche that could compete with the Jaguars and the Nissans in the 1990 Le Mans race. But a split oil return pipe in the final hour dropped the car to second at the finish between the first- and third-place Jaguars.

The same car crashed at Daytona in 1991, effectively ending the season for the team before it started. The following year, the fates waited until Miami to end the season prematurely with a crash. It was the last Brun race in IMSA.

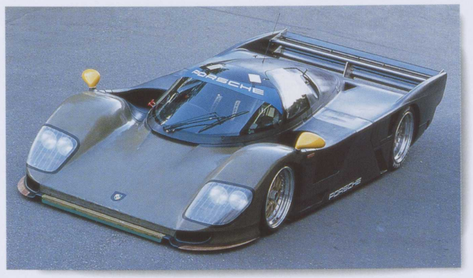
EuroBrun tried Formula One with no greater success. According to John Kalagian, Brun actually went out of the racing business because the F1 program took all his money.

DAUER

In 1989, Jim Busby, Kevin Jeannette, John Shapiro, and John Andretti, with BFGoodrich backing, went to Germany to compete in the Interserie race at the Norisring. Jochen Dauer provided a 962C and support. After the race, Dauer asked Jeannette about running a car at Daytona in 1990 with BFGoodrich assistance and Jeannette as crew chief. Dauer subsequently entered a



ABOVE: At the 1991 and 1992 Daytona races, the Joest-prepared, Torno-sponsored 962s displayed the red, white, and green colors of Italy's flag. (Hal Crocker)
BELOW LEFT: Working within a loophole in ACO regulations, Dauer rebuilt the two 1991 Daytona cars into street-legal Dauer 962LMs, including air conditioning, then modified them back to race regulations. Hurley Haywood, Mauro Baldi, and Yannick Dalmas won the 1994 Le Mans race with the sister car finishing third. (Porsche Werkfoto)
BELOW RIGHT: Walter Brun's sponsorship from the Italian company Torno produced some memorable and attractive paint schemes, as seen at Daytona in 1990. (David Connell)



OPPOSITE: In 1991 Dauer Racing brought two 962s to Daytona. One was driven by the Andrettis—Mario, Michael, and Jeff—who drove the car to a fifth-place finish. Here Michael gets out of the car as Mario prepares to clamber in during a night pit stop. (Hal Crocker)
BELOW: The other 962 was fielded for another famous American racing family, the Unsers. Al Sr., Bobby, Al Jr., and Robby drove the car, but it did not finish the race. (Hal Crocker)

single 962C in the 24 Hours, which Raul Boesel, Al Unser Jr., and Robby Unser drove for 360 laps to finish 27th. Boesel and Bob Wollek did not finish in the same car at Miami, followed by another DNF at Sebring with Boesel and Stuck.

"Jochen's a really unique guy," says Jeannette. "He's real charismatic, but super emotional and hyper as an electric wire, like a nuclear plant. Sometimes he just wouldn't listen to certain things we said. He just couldn't figure out why his German way wasn't good enough. He'd say, 'We do it this way,' then it'd break, and then he'd get upset with himself."

Dauer Racing entered two cars in the 1991 24 Hour Daytona race for a 200 mph version of *Family Feud*. In the black Texaco-sponsored No. 00 were the Andrettis: Michael, Jeff, and father Mario. In the white No. 0 were the Unsers: brothers Bobby and Al with their sons Robby and Al Jr. The black car arrived first and was the better prepared. The Unsers' white car arrived just before the start of the race.

The Unsers were out of the race early after Robby crashed in the dark when his lights went out, but the Andrettis were in solid contention before experiencing turbo problems that forced the car out in the last hour, a DNF but an official fifth place on laps completed. It was Dauer's last American race.

To meet the new FIA GT-1 specifications, Dauer modified both Daytona 962s to street-legal Dauer 962LMs, complete with leather seats and air conditioning. Then the cars were taken to Weissach and converted to GT-1 configuration. Haywood, Yannick Dalmas, and Mauro Baldi brought the 962LM No. 36 home first in the 1994 Le Mans race.

GEBHARDT

Fritz and Gunther Gebhardt also deserve mention in this category, but their role in IMSA racing was limited to a working arrangement with Moretti.

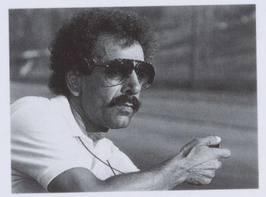
CHAPTER 25

"It isn't very often in this business that someone has the absolute lust to go car racing. It was enjoyable to work with someone like that—to watch him, to participate with him while we were having such a good time."

JIM BAILIE, CREW CHIEF

PHIL CONTE: THE LUCKIEST MAN IN THE WORLD

There are many stories of personal success in this book, but Phil Conte's story is different. He paid his way into big-time racing just to be a team owner, with no aspirations of becoming a racing driver. A Sicilian by ancestry, Conte grew up in the slums of Brooklyn and spent the early part of his life in California. There he forged a position that eventually would make him wealthy enough to become involved with race cars. In his own words, he is "the luckiest man in the world." While it took hard work, Conte shrugs it off by saying, "I just got lucky. Everything I did worked out well. I started a business in 1969 with some borrowed money and a partner. I'm in the electrical manufacturing business. I build high-voltage switch gear."



Conte became serious about racing while watching the inaugural Long Beach Grand Prix in 1975. Deciding that he wanted to become involved, he hooked up with race driver John Morton to go Can-Am racing.

"I got into racing because I had always been on the other side of the fence looking into the racing world," says Conte. "It was something I was totally fascinated with. It was a challenge that was unbelievable."

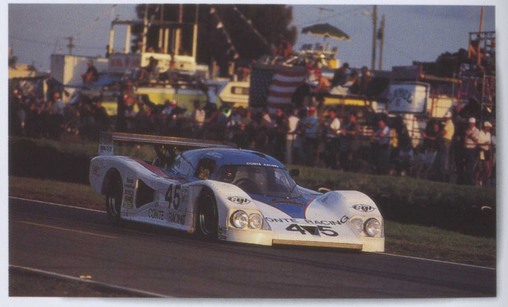
By the early 1980s, the Can-Am series was in its second decline. To Conte, the prototypes seemed to be the wave of the future. When the opportunity arose, he became a sponsor to help Harley Cluxton run a Cosworth Mirage at Le Mans in 1982, with Mario and Michael Andretti doing the driving. Moments before the start of the race, the car was disqualified. "There was some heavy politics involved there," recalls crew chief Jim Bailie. "I don't know where the politics came from, but someone was after Harley. No question about it."

"Like a lot of Phil's sponsorship deals, he got the car after the race," says Bailie, "So we wound up with this Mirage, virtually unraced. So now he says, 'What do we do with this thing? We've got to go racing.' We decided to wait until IMSA came to town, which was Riverside. The car wasn't designed for shorter races, rougher tracks. Top speed was its long suit, and for most of the tracks and for shorter races, that kind of speed was not really a necessary tool."

Bailie was the crew chief, Dan Binks the chief mechanic, and the drivers were Bob Lobenberg and Morton. Lobenberg was an all-out driver who was afraid of nothing. Morton, on the other hand, was by then the seasoned pro who had seen it all. It was Morton who set up the car, which carried No.45, his racing number from his Trans-Am days.

OPPOSITE: At Miami in 1986 John Paul Jr. qualified fastest but started sixth. He leads the Joest Porsche 962 driven by Gianpiero Moretti and former champion Randy Lanier, the Sauber C9 of Fomfar and Albert Naon, and Al Holbert's 962. Only the two Porsches were around at the end. Paul had dropped out on lap 95. (Hal Crocker) **ABOVE:** Phil Conte in April 1986. (Hal Crocker)

OPPOSITE: At Watkins Glen in August 1984, Ray McIntyre Jr. and Mike Brockman shared the Lola and placed 10th. (Hal Crocker)
LEFT: The Mirage team led by Harley Cluxton (right) pushes its car to the line at Le Mans in 1982. Moments before the start the car, which had passed all scrutineering, was disqualified for having its transmission-mounted oil cooler located an inch and a half too far back. The organizers forbid the team from working on the car, and it was unable to race. It was this car that Conte later campaigned in America. (Harley Cluxton collection)
RIGHT: Phil Conte's team placed seventh at Sebring in 1984 with an ex-Brian Redman Lola Chevrolet. John Morton, Bob Lobenberg, and Tony Garcia shared the driving. (Hal Crocker)



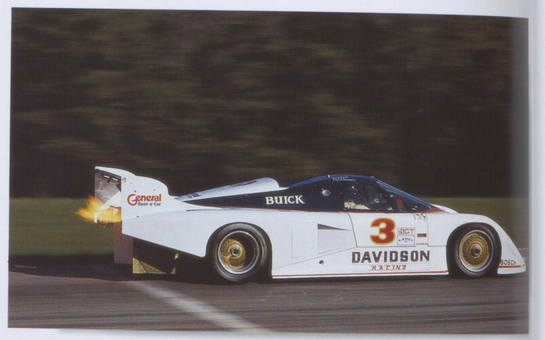
Conte rented the Mirage to Tony Garcia for the 1983 Miami Grand Prix; he ran it as No. 54, finishing seventh after starting 18th in the 32-car field. The first race for the Conte team was at Riverside in April 1983. The Mirage coupe, with Lobenberg, Morton, and Richard Spenard driving, started eighth but lasted only 134 laps to be classified as 25th. Lobenberg suffered another DNF with the Mirage a week later at Laguna Seca. Realizing he needed a proper GTP car to be competitive, Conte traded the Mirage to Brian Redman for a Chevrolet-powered Lola, an obsolete but dependable car.

Skipping Charlotte and Lime Rock, the Conte team had the Lola ready for Mid-Ohio in June, but Lobenberg was a DNF again after 37 laps. Skipping two more races, the Conte Lola finished second at the next two, Sears Point and Portland, with Lobenberg and Morton driving. The Conte team did not enter the last four races of the 1983 season.

Conte began the 1984 season quite well, with Lobenberg and Morton finishing 11th at the Daytona opener with Tony Garcia as third driver. A third-place finish at Miami behind two Jaguars was followed by a seventh at Sebring, again with Garcia as third driver. Skipping Road Atlanta, they were fourth at Riverside, and Morton was a solo fifth at Laguna Seca.

The Lola was replaced with a Chevrolet-March for Round 7 at Charlotte, where Morton and Tony Adamowicz finished fourth. Skipping Lime Rock, Morton and Spenard finished fourth at Mid-Ohio. For Round 11 at Portland, John Paul Jr., paired with Morton, qualified fourth but finished 13th. The old Lola was brought back as No. 46 for this race for Spenard and Garcia, who finished 14th. Pete Halsmer teamed with Paul Jr. in the March for Round 13 at Road America, where they retired 12 laps from the end to be classified eighth. The Lola fared even worse, a DNF after 73 laps, with Ray McIntyre Jr., and Michael Brockman an official 35th. Paul Junior and Morton posted four DNFs with the March in the last four races of the season at Pocono, Michigan, Watkins Glen, and Daytona. Two of those events, Michigan and Watkins Glen, were also raced by the No. 46 Lola, with McIntyre and Mike Brockman placing sixth at the former and McIntyre 10th at the latter. But there was something different about the March at Daytona.

"In the beginning of 1984, Chevrolet was supplying my engines," recalls Conte. "Then at Road America,



somebody came up to me and said, 'People at Buick would like to talk with you.' I said OK. The next day, I flew to Livonia, Michigan, and met with Joe Negri. When I made the deal with Buick, we then hooked up with McLaren Engines and Wiley McCoy, and they took care of the engines. The deal was that we would have horsepower."

Bailie agrees with his boss. "We went to the Buick purely for horsepower. The normally aspirated engine was on its deathbed. If you were going to run in the top five in GTP, a turbo was necessary. Otherwise you were going for best in class. There was no alternative."

So the car at the 1984 Daytona finale was powered by a turbocharged Buick. Phil Conte was the official factory team for Buick.

But being a factory team did not ensure success. The 1985 season began with a pole position for Paul Jr, Bill Adam, and Whitney Ganz at Daytona in the No. 45 Buick-March, but the car was a DNF at less than half the scheduled distance. Good starting positions and DNFs were the story for the rest of the season, even when the team entered two cars (the Marches now called Buick-Hawks because of their extensive modifications), beginning with Round 13 at Road America. The sole exception was a fifth-place finish at Pocono September 8 for Adam and Ganz in the No. 45.

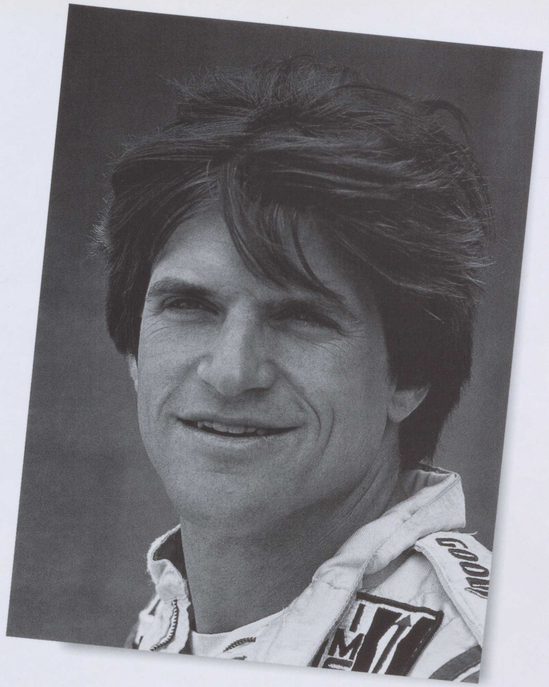
"From the beginning, the team experienced breakdowns," says Bailie. "One part after another failed. March cars were winning for other people, but they never had the power that we had. Whenever we stuck the Buick engine in it, we just tore everything apart. We would rip spline joints, CV joints. We'd rip the stub axles right out of the transmission housing.

"We never touched the engine. The only way we touched it was to put it in and take it out of the car. We'd always have four to six engines sitting there because we used to pop them so much. We were developing the Buick engine, and we were blowing them up like hand grenades. It took a couple of years, and then they became dependable."

The motor was not the sole culprit of the breakdowns. Some of it was caused by team management. "The problem with Phil," according to chief mechanic Dan Binks, "was that when he expanded to a big team, he didn't get the right people. People got put in there who didn't have the experience. You had guys who had less experience than myself making decisions on the car.

"That was before they knew they had to deal with the whole package. Back then it was, 'Let's just put big power on it and let it rip.' That didn't work. I don't know how much power it had; they never dynoed it."

FAR LEFT: Whitney Ganz and Jim Crawford were assigned to drive No. 45 at Road America in 1986. This time the car lasted to the flag, though because of spending too much time in the pits, was classified 17th. (Hal Crocker)
LEFT: Buick entered GTP racing at Daytona in 1984 with the Pegasus team using a March 83G. Ken Madren and M. L. Speer started 11th at Road Atlanta in 1984, but withdrew with motor failure after 103 laps. (Hal Crocker)
RIGHT: Whitney Ganz in July 1985. (Hal Crocker)



"We were always the fastest, but we always broke," says Conte. "We spent a lot of time testing, gobs of time testing at Riverside and Willow Springs. At one time, we had 22 people working for us. So it wasn't that we weren't willing to spend the money."

The March chassis was a continual source of frustration for Conte. "Robin Herd made promise after promise he never kept," says Conte. "Then he disappeared, and the person we worked with at March was Gordon Coppuck. But they were spread so thin that they couldn't devote time to us."

Another problem was beyond Conte's control. The situation with John Paul Sr. was coming to court while Junior was driving the Buick. It was difficult for Junior to keep his attention on the car when his father, and possibly himself, might have to go to jail. "He felt loyal to his dad, but his dad got him in trouble," says Binks. "It was bad; it was affecting him. When it was right down to the end, he wasn't putting out what he needed to be a real race car driver."

Binks was losing confidence in the program. He left Conte to go with Clayton Cunningham and the Mazda GTU program. At CCR, he began to work with teenager Tommy Kendall, an association that continued through the Intrepid to Roush and the Trans-Am program.

Bailie had already left for the Kalagian team. He was replaced by Jim Borso. The parting of Bailie was friendly because Conte understood Bailie felt uncomfortable in the large operation that Conte Racing had become. "He's a great guy to work for," says Bailie. "He's explosive, but in the long haul, he's Sicilian. He can't help it. But a great guy. I feel so much richer having had the relationship with him."

The program was costing Conte at least $700,000 of his own money per year. Buick was putting in another million. "In 1985, RC Cola came on with us," says Conte. "With Buick, we made a great combination. Unfortunately, GM has this habit of wanting the teams to make it on their own money."

Still a two-car team in 1986, Conte Racing's best result came at Road Atlanta in April 1986. Ganz and Paul Jr. started fourth and finished second to the Hendrick Corvette. It was an outstanding race between the Buick and the Chevrolet. At one point, Paul put two wheels on the grass to pass Sarel Van der Merwe down the back straight. But as the race progressed, the brakes on the March began to fade. Paul had no choice but to back off and let the Corvette take the flag. It was the highest finish a turbo Buick would have. After the race, Holbert came up to Conte and said, "Your driver is absolutely nuts."

"There wasn't a driver that didn't respect John Paul Jr," says Conte. "You had to respect his hands. They were just unbelievable."

A pole position for Paul Jr at Riverside (ending in a DNF) was the only other bright spot in 1986, a season that saw different combinations of Ganz, Paul, Lobenberg, Paul Madren, and Indy Buick driver Jim Crawford driving for Conte.

Again backed by RC Cola, the Conte Buick Hawk's first race in 1987 was Round 2 at Miami, with Michael Andretti and Crawford a DNF on lap 63 after starting second. The Andretti drive led to one of the highlights of the program. Sitting on the pit wall, Conte expressed his frustration to Michael, who suggested they call his dad. Mario arranged for them to fly out to Laguna Seca to meet Tony Cicale, who had worked on Mario's championship-winning Lola. Conte recalls Mario saying, 'Tony, you don't know this guy, but I want you to do him a favor,' and Tony replied, 'Sure.' So I made the deal. He came to work for me, and from that day, everything started getting better. He knew what the heck to do."

One change was moving the radiators in the March GTP chassis. The lobster-claw nose that had been a March signature since the M1/C was replaced with side-mounted radiators. It was a move that was duplicated by March for the customer BMW GTP. Crawford started second at Laguna Seca on May 3, 1987, but went out with engine failure on lap 20 while running fourth. The team raced only one more time that season, Memorial Day at Lime Rock, where Ganz and Lobenberg started sixth and finished fourth. That was Conte's last race.

At Portland, Ganz was back in a Buick-powered March, but it was red and yellow. Gianpiero Moretti and his Momo team were now the representatives for the turbo Buick. Phil Conte was burned out. "Buick was having so many failures, they just couldn't keep going," says Conte. "They were getting fed up with the March cars, and I was getting verbal about the March cars because there was no support. It was like 'take the money

OPPOSITE: With the help of aerodynamics specialist Tony Cicale, the March chassis was further modified. New mid-mounted radiators replaced the traditional March nose radiator, which was the most visible change. The team placed 15th at Columbus in 1986. (Hal Crocker)
LEFT: The Buick March leads a trio of 962s at Road Atlanta in 1986. John Paul Jr. and Whitney Ganz placed second behind the winning Corvette GTP of Sarel Van der Merwe and Doc Bundy. (Hal Crocker)
RIGHT: For Conte, the frustration of dealing with March and the high cost of operating the team became too much. He sold the team to Gianpiero Moretti in May 1987, and at Portland the car appeared in its new Momo livery driven by Whitney Ganz. (Hal Crocker)

and run.' We had to have our own gears made. We were spending $50,000 on gears. That was because the March gearbox was using three-quarter inch-wide gears. We had to go to one-inch. It was a very good car if you only produced 500 horsepower. The numbers we produced were unbelievable, and they didn't want anyone to know that, so we kept it quiet because people would drop in their boots if they knew the kind of horsepower. They'd light the tires in every gear.

"There was so much frustration from Buick because they said, 'March is going to help you,' 'Robin Herd promises,' and that's why they called him 'Robin Hood.' In 1987, I went to Buick and told them what I needed. They couldn't get any more money, so I said 'I'm leaving.' I was burned out. The disappointments were more than I could deal with. Besides, I almost bankrupted my company because the desire to win was there.

"The people at Buick were good people, but they were given budgets, and it's pretty difficult to give Herb Fishel [Chevrolet's motorsports director] all the money, then expect your team [Buick] to do anything.

"I didn't want a Porsche; that was my biggest problem. I was determined that I was going to deal with an American engine, and that was my downfall. I ran the American deal, and I stayed with it as long as I could. I just ran out of money."

In retrospect Conte says of his five years in racing without a win, "It was the highest highs and the lowest lows. I got up at a drivers' meeting before one race and looked out over the group that included Bob Tullius, Al Holbert, Bob Akin, fellow drivers. I said, 'We're kind of a different group of people. All my life, I'd always looked through the fence at you guys. Now I'm the so-called representative, talking for you, and I'm either proud or dumb.' Their reply was, 'We were wondering when you were going to figure that out.' They were an outrageous group of people—they were neat people— and I was tickled to death to be part of it."

CHAPTER 26

"He's a man that is very much focused on the future and what can be achieved in the future, a very forward-thinking man, a very creative man, particularly in design."

PHIL MONROE, MOMO USA

GIANPIERO MORETTI AND MOMO: THE RENAISSANCE MAN OF RACING

While a student at the University of Pavia in Italy, Gianpiero Moretti began making and selling custom steering wheels. With his artistic touch, the combination of aluminum and walnut became a joy to the hand and to the eye, so he made others, some with leather covering. About the same time, he began his racing career, using several pseudonyms, as it was against his parents' wishes. "When I was young, it was just racing, racing, beautiful racing," says Moretti. "For sure I have had a love for cars and race cars."

Moretti's big business break came when Enzo Ferrari noticed his wheels and placed an order for them. Moretti derived the name Momo from Monza/Moretti, as Monza is near the Moretti family home and also the premier motorsports circuit in Italy. A Momo wheel was on the Formula One Ferrari that John Surtees drove to his 1964 World drivers championship, a distinction that would be repeated with Niki Lauda in 1975 and 1977 and with Jody Scheckter in 1980. Soon Moretti had established a production line to supply Ferrari, and he was still a student. By the time he graduated with a degree in social economics, he was already a successful businessman.

By the early 1970s, Moretti was ready to move up to big-time racing, with a Ferrari, of course. In 1971, he entered a 512S in the 24 Hour races at Daytona and Le Mans. When he registered the car at Daytona, the officials asked if he had a preference for a particular number. He said that he didn't and for them to assign him one. They did, No. 30. When he returned to America in 1978, he asked for and received the same number.

Race-ready Ferraris were no longer available in the late 1970s, so Moretti bought a Porsche 934, which he entered in the Italian touring car races, winning the 1978 title. This was followed by a 935, and in 1978, at age 40, Moretti made his way to America and IMSA, finishing third in the Camel GT series. After a disappointing 1979 season in which he finished 18th in points, 1980 began badly. But he won the last two races of the year, the second of two 50-milers at Road Atlanta September 21 and the Daytona 250 with Reinhold Joest November 30.

As the 1980s began, Moretti was commuting between Italy and the United States on a regular basis. Travel between home and track became an ever-increasing factor in his race planning. His business and home were his first priorities, which caused him to miss races.

With team manager Ian Dawson, Moretti campaigned an ex-Joest 935 through the 1981 season with co-drivers as diverse as Jochen Mass, Al Holbert, and Charles

OPPOSITE: For the final year of the GTP series, 1993, Gianpiero Moretti sponsored and drove with Kevin Doran's Nissan 90-03 team. Shown here at Watkins Glen, drivers Derek Bell and Moretti started fourth behind the two Toyotas and the Joest 962C. Gearbox failure took the Nissan out of the race with just eight laps remaining. The car finished in seventh place. (Hal Crocker)

Mendez. His best finish of the year came at Mid-Ohio, where, paired with Bobby Rahal, he placed second to Brian Redman's Lola. He repeated the position again at Portland, this time driving solo. Again he was the best Porsche behind Redman. The fall Road Atlanta race was his last IMSA appearance for almost a season and a half after Moretti and IMSA had a disagreement over interpretation of the rules.

"When I first came to race in America with the Porsche, I had two mechanics, a little truck with a hangar, eight wheels, and that was it," says Moretti. "I don't remember that I had a spare engine. At that time it was nicer. In the beginning was nicer because you had so much less headache. It was a little more amateur, and everyone was trying to help you.

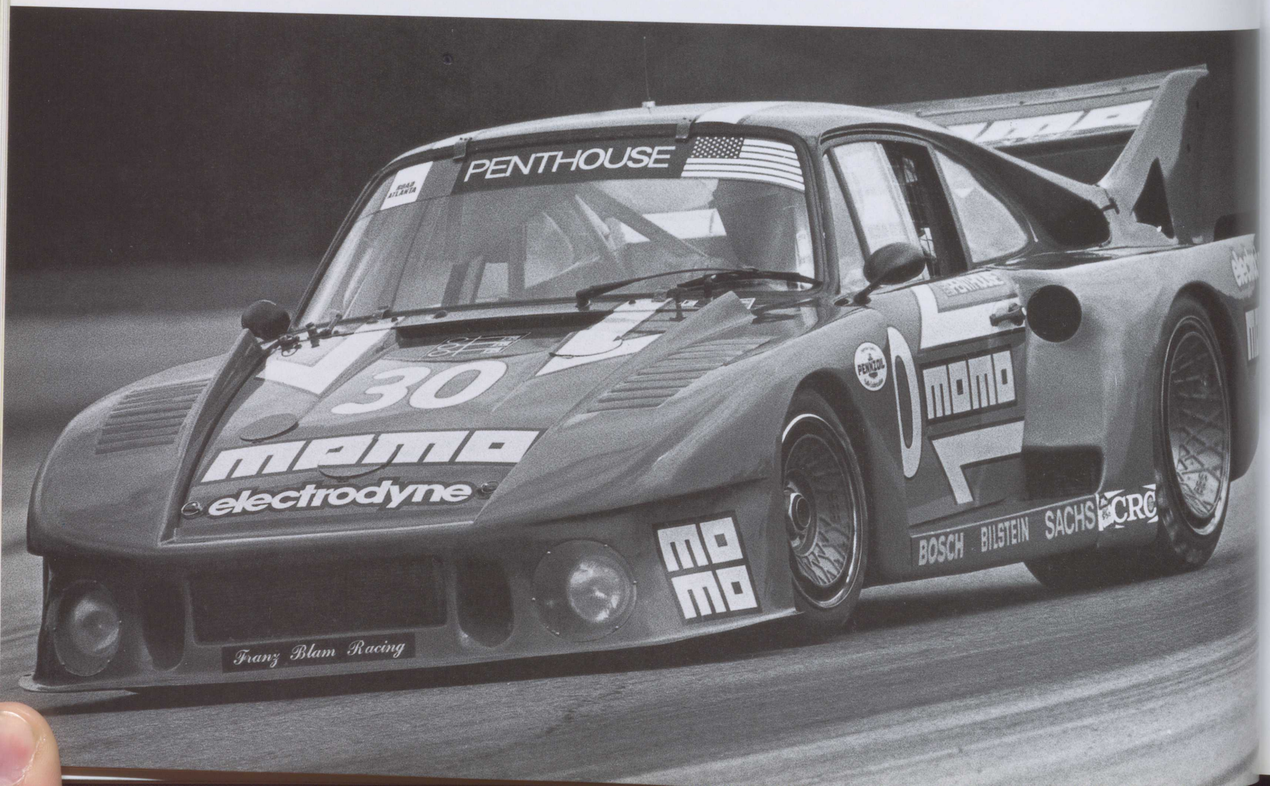
"I am not racing just to win races, because if I do a race where I have a lot of fun, is to do better than if I win a race where I do not have a lot of fun. To win races easy is no fun at all. I like more to have fun and finish second than to not have fun and finish first."

He returned in 1983, but the series had changed while he was away. Though the 935s were still winning races, it was the Lola prototype that was the new standard. Even with the exotic long-tail "Moby Dick" Porsche 935, Moretti was not able to keep up with the prototypes.

One team that was exploring the March chassis was Kreepy Krauly, and Moretti arranged for Momo co-sponsorship of the car. The result was a dramatic red and yellow over blue, a visual used on both the 935 and the March. The cars belonged to Moretti. The team that prepared and raced the cars worked for team manager Alistair McNeill, a relationship that would serve Moretti well throughout his career as a professional racing driver.

Sarel Van der Merwe and Desiré Wilson became part of the team because they, like Kreepy Krauly, were South African. Often, though, it was not possible for either driver to make the long commute, and the team did not enter the Daytona and Sebring races. Moretti and Van der Merwe were 26th at Miami on February 27, 1983, in the Moby Dick and then posted five straight DNFs with the Porsche-March, including Moretti's violent crash in the early laps at Lime Rock on Memorial Day. He was unhurt, finishing sixth at Mid-Ohio three weeks later.

Then at Brainerd on July 10, 1983, Wilson had a serious accident, destroying the car but suffering only a broken ankle, postponing her CART debut. The loss of



OPPOSITE: The Momo Porsche 935 at Road Atlanta in 1980. Moretti took fifth in the first feature and won the second. It was his last IMSA win until 1994 in a World Sports Car Ferrari 333SP. (Hal Crocker)
LEFT: Moretti (left) and a model from sponsor *Penthouse* magazine celebrate his win with Reinhold Joest (right) in the 1980 Daytona 250. Although the cars of Danny Ongais, Dale Whittington, Preston Henn, and Hurley Haywood all were faster than Moretti, contact put them out and opened the door for the win. (Hal Crocker)
RIGHT: Gianpierro Moretti returned to the United States in 1978 to race a Porsche 935 in the Camel GT series. He placed third in the championship. (Hal Crocker)

the car forced Moretti and Van der Merwe to race the team's 935 Moby Dick. Their only races were Sears Point July 24 (seventh), Portland July 31(DNF), Pocono September 11 (second), and Daytona November 27 (seventh). Moretti finished 12th in GTP driver's points for 1983, Van der Merwe 18th.

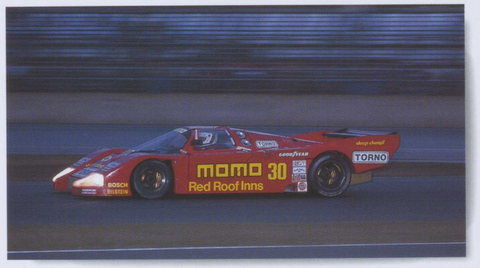
Moretti campaigned an Alba-Ford (which he called a Momo GT) in 1984 and 1985. The story of this car and Moretti's involvement is told in Chapter 33.

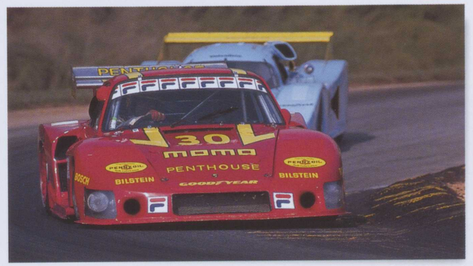
For 1986, Moretti bestowed Momo sponsorship on Reinhold Joest for the Miami and Sebring races, and Joest's No. 0 Porsche 962 was painted in Momo livery. He finished 13th with Randy Lanier in the former race and went only 10 laps for a DNF in the latter. His only other 1986 appearance was sharing a Ferrari-Alba Lights with Roger Andrey at Lime Rock on Memorial Day, finishing out of the money.

Except for a ride in the No. 7 Zakspeed USA Ford Probe at Daytona (a DNF), Moretti's 1987 efforts didn't begin until Round 11 at Portland, where he first raced a new No. 30 Buick-March, finishing ninth with Whitney Ganz. This was followed by a sixth at Sears Point and DNFs at Road America and San Antonio. The March was one of two he had purchased from BMW at the end of 1986 when BMW retired from GTP racing. Both were painted Momo's familiar red with yellow stripes. No. 30 was the one fitted with a three-liter turbo V-6 Buick motor. The other, No. 31, was fitted with a 4.5-liter normally aspirated Buick V-8. With the withdrawal of Conte Racing, the Momo Buicks became the Buick factory team even though assistance was limited to engine help.

Both Momo Buicks started the 1988 Daytona 24 Hours: Jeff Andretti and Steve Phillips in No. 31 and Michael Roe with Moretti in No. 30. Both dropped out early. At Miami, Roe and Moretti finished 12th in No. 30, while Andretti and Phillips suffered a second DNF in No. 31. Tom Gloy went only two laps at Sebring in No. 31, while Moretti and Roe lasted 135 laps, about halfway. Gloy went 10 laps in No. 31 at Road Atlanta, 20 less than Roe in No. 30. It was not until Mid-Ohio

OPPOSITE: For Daytona in 1989, Moretti joined with Torno in creating this very Italian Porsche 962C. Moretti, Massimo Sigala, and Mauro Baldi lasted only 80 laps before an accident ended their race. (Hal Crocker)
LEFT: In 1984 Moretti and partner Alistair McNeil began importing the Italian-made Alba. Powered by a Cosworth V-8 it was listed as a "Momo GT." It was in essence a Lights car the year before there was a Lights division. At Daytona in 1985 Moretti shared the car with Jim Trueman. (Hal Crocker)
RIGHT: In 1981 Moretti campaigned this ex-Joest Porsche 935. His best result was a second-place finish with Bobby Rahal at Mid-Ohio. Here Moretti leads the John Paul Jr. Lola at Road Atlanta. (Hal Crocker)





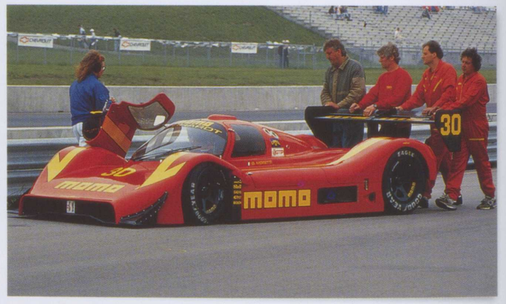
that a Momo car saw the finish line, Roe and Moretti placing 10th. This was followed by a ninth at Watkins Glen, the best result of the season for the No. 30 turbo Buick-March. Its last race was Sears Point August 14, 1988. Moretti debuted a Gebhardt-prepared Porsche 962 for the following race, San Antonio, a car he ran for the rest of the season. His best finish with the 962 was a fifth in the GTE World Challenge, the last race of 1988. The normally aspirated Buick had already been parked after Road Atlanta. Now more than three years old, the March was no match for the factory-backed Nissans and Jaguars.

Momo stayed with the 962 prepared by German Porsche specialists Fritz and Gunther Gebhardt for 1989. At the Daytona 24 Hours, Mauro Baldi and Massimo Sigala retired the red Momo Porsche No. 30 (co-sponsored by Torno for this race only) after an accident on the 80th lap. Sigala dropped out early at Miami March 5 after hitting the tire wall at turn 10 on lap six. Moretti and Sigala teamed with Derek Bell and Roe at Sebring two weeks later and finished fourth. After that, Moretti ran almost every GTP race, placing third at Road Atlanta with Stanley Dickens, 14th at Palm Beach with Derek Bell, seventh at Lime Rock with Frank Jelinski, third at Mid-Ohio with Dickens, fourth at Watkins Glen with Jelinski, seventh at Road America with Jean Louis Ricci, 10th at Portland (driving solo), ninth at Topeka with Jelinski, fourth at San Antonio with John Paul Jr., eighth at Sears Point with Jelinski, and fifth at Tampa with Paul Jr. Moretti finished 11th in points.

The 1990 season did not begin well for the Momo-Gebhardt team when Bell took an uncontrollable ride on the roof of the 962C at the Daytona 24 Hours. Neither Bell nor the No. 30 Porsche was seriously damaged, but Bell, Moretti, and the Porsche never came up to par that season. The high point was a sixth at Watkins Glen on July 1, and the low point occurred July 29 at Portland, where Moretti had to withdraw because of heat exhaustion. A seventh at Tampa September 30 was the last appearance for the 1990 season.

In 1991, Bell divided his time between Momo and Gunnar Racing. Skipping Daytona, Moretti began the season at West Palm Beach teamed with Almo Coppelli in the 962C, but the outing lasted only 79 laps. With Stanley Dickens and Helmut Mundas, he finished 10th at Sebring and, with Bell, was seventh at Miami and

OPPOSITE: Gianpiero Moretti, August 1997. (Hal Crocker)
LEFT: For Del Mar, the final race of the 1987 season, Moretti took delivery of a turbo Buick-powered March. During the race he smashed the car into a retaining wall and seriously damaged the rear end. (Cliff Morgan)
RIGHT: In 1991 Gebhardt built a turbocharged Audi-powered car, the Momo C901. According to driver Derek Bell, "it was pretty horrible." There were frequent DNFs, and the car was never properly sorted out. (Alan Calhoun/ RJ Reynolds)



fifth at Road Atlanta. Moretti's entry for Round 6 at Topeka was the radical Momo C901, a turbocharged, Audi-powered car built and prepared by Gebhardt. Mechanical problems put him out on the opening lap. Missing Lime Rock, Mid-Ohio, and New Orleans while the car was being repaired back in Germany, Moretti came back with the C901 for Round 10 at Watkins Glen but completed only 35 laps for another DNF. After that, the car was sent back to Gebhardt's shop in Germany and converted to Cosworth power.

"I remember I was against the experience [with the Audi]," says Moretti. "But my team manager wanted to build his own car. I told him that it was a mistake. We would have to spend a lot of money to build the car, then we have to spend a lot of money to balance the car. And the Audi engine was not right, and everything was wrong. During the season, I went back to Porsche."

For Round 11 at Laguna Seca, Moretti was back in the 962C, now prepared by Joest instead of Gebhardt, but again he was the first car out of the race. The 962C held up better at Portland, as Moretti and Bell finished sixth, followed by a DNF at Road America. They did not enter Round 14 at Del Mar, the last race of the season.

At the 1992 Daytona 24 Hours, Moretti's teammates were Hans Stuck, Henri Pescarolo, and Jelinski. An electrical problem put them out after 503 laps. The other Joest 962C, sponsored by Torno, had quit 176 laps earlier. Teamed with Sigala, Moretti finished eighth at Miami and was third at Sebring with Oscar Larruari and Bernd Schneider. Despite a spin into the dirt, Moretti brought the red-and-yellow 962C to sixth place at Road Atlanta. He was not as fortunate at Lime Rock, where his solo run ended at 76 laps. An accident in the rain at Mid-Ohio led to Moretti and Sigala being classified next to last. Paul Jr. joined with Moretti for New Orleans and Watkins Glen, finishing sixth in both races. Frank Biela joined Paul and Moretti for a seventh-place finish at Portland. The pairing of Paul and Moretti pulled in another sixth at Road America, just ahead of the other Joest car. Phoenix was the second to last race of the season but the final race for Paul and Moretti, who finished seventh. Moretti finished sixth in GTP driver's points for the year.

For 1993, Nissan asked Moretti to run its cars in the

OPPOSITE: Moretti took delivery of the March Buick prior to the 1987 season finale at Del Mar. He crashed the car before the official photo was taken, so the team set the damaged tail up on blocks and smiled for the portrait. (Paul Bentley)
LEFT: At Laguna Seca in 1993, Moretti and Derek Bell started fifth and finished fourth. Here they lead John Paul Jr. in the Gunnar 966 in the Mark Donohue Sunoco Can-Am livery. (Hal Crocker)
RIGHT: At Portland, Moretti and Derek Bell started and finished fourth. They are shown leading the Denon-sponsored Spice-Chevrolet and the Lights-class Spice Acura. (Hal Crocker)

GTP series in the face of strong opposition from Dan Gurney's Toyota team, the 1992 GTP champion. "Ours was to be the first true customer car program by NPTI [Nissan Performance Technology Inc.]," says Momo's Phil Monroe. "They made the approach to us because they wanted a highly visible team with a strong history. Their thoughts were always that they could turn NPTI into a customer car service similar to what Porsche was doing."

Nissan recommended Kevin Doran to run the team, as he was familiar with the cars from his work with Dave Seabrooke. Doran provided the manpower and, in addition, leased an NPT-91 as the backup car. "The unfortunate thing was that two weeks after we signed the contract, Nissan's racing team was disbanded," says Doran. "The only thing that was left of NPTI was the engine shop, which was doing our engines and the engines for [Clayton] Cunningham's GTS program. We were left with a car without the factory support we had originally hoped for."

The driver lineup for the Momo-sponsored Nissan was familiar as the 1993 season began at the Daytona 24 Hours, where Moretti was teamed with Bell, Paul Jr., and Sigala. Paul Jr. qualified fourth, and Moretti had the two-year-old NPT90-03 in contention for the win when the engine quit with less than two hours to go, relegating them to sixth. Bell and Moretti came back to take fourth at Miami and second at Sebring, assisted by Paul Jr. in the latter race.

Round 4 was held on the infield and oval of Atlanta Motor Speedway instead of the usual Road Atlanta. Moretti and Bell started sixth but retired after 61 laps. The pair finished sixth at Lime Rock, third at Mid-Ohio, and eighth at Watkins Glen, where the gearbox went out. The Toyota juggernaut skipped Road America, which left the field open. The Momo Nissan qualified third, but the engine expired 24 laps into the race. Without Moretti, Bell and Sigala took fourth at Laguna Seca. The results were the same at Portland, with Moretti back in for Sigala. The final race for the year and the series was at Phoenix. Bell and Moretti started third, but the engine quit at lap 104.

Moretti enjoyed his best season since the days of the 935, finishing third in GTP driver's points for 1993, while Doran was named GTP Technician of the Year. But Moretti's dream of winning a GTP race still eluded him.

That was the end of the GTP era and eventually the end of IMSA, but Moretti continued to run sports cars in this country until he finally won at Daytona, Sebring, and Watkins Glen, driving his own Ferrari 333SP, in 1998. After that, he announced his retirement from racing and now tends to his chain of MoKart indoor karting facilities.

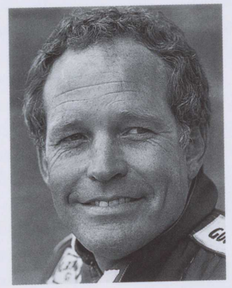
CHAPTER 27

"I couldn't believe what a nice car that was. Night and day difference to the Buick March. It was a very stable car. It had a comfortable driving position; it turned in well."

BILL ADAM, CO-DRIVER AT DAYTONA, DECEMBER 1, 1985

HEARTBEAT OF AMERICA (BUILT IN ENGLAND): CORVETTE GTP

In 1982, Vince Piggins, director of the Chevrolet Motorsports Group, initiated a program to develop a GTP car. Working with the Interscope team, Chevrolet engineers developed a relationship with Lola Cars Ltd. that formed the basis for the Corvette GTP. At that time, turbocharged engines were coming to the fore, which posed a problem for Chevrolet because it was reluctant to develop a turbo-powered production car. Nevertheless, a turbo V-6 would have to be the powerplant for a GTP effort. "That's the racing system, and if you want to be competitive, that's what you had to do," says Wes Yocum, who was in charge of engine development.



Chevrolet already had a V-6 because, like all American auto companies, it had downsized and lightened its cars in the wake of the gasoline crisis of 1974 and 1979. Lighter cars with smaller engine capacity could deliver acceptable performance from a V-6 motor.

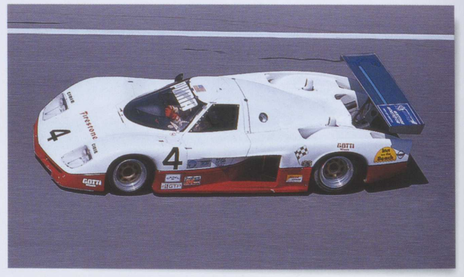
Enter California engine builder Ryan Falconer, who had been developing Chevrolet V-8s for road racing for many years. In the V-6 he saw the potential for a new breed of turbocharged motor. With the encouragement of John Pierce and Bill Howell, who worked for Piggins, the turbo V-6 was developed for CART use but dropped when the legendary Lindsey Hopkins team disbanded. Not to be denied, Falconer went to Lola cars with the proposal of installing the turbo V-6 in the T-600s. When that didn't happen, Falconer went to Ted Field and his Interscope team. Using a Porsche induction system, a twin turbo V-6 was installed for the Daytona sprint that ended the 1982 season. The car ran at the front until it was retired with a ruptured oil line. IMSA immediately banned twin turbos. The V-6 was easily adapted to accept a single turbo unit. Then in early 1983, the Interscope team left IMSA.

Falconer's motor was a 3.425-liter (209-cubic-inch) V-6 with a cast-iron block and aluminum cylinder heads. The single turbocharger, a Warner Ishi unit with fuel injection, produced 700 horsepower at 8,500 rpm.

Chevrolet's Studio 3, the group responsible for performance Chevrolets, designed a body that fit the Lola T-600 chassis while retaining the styling theme of the new Corvette. Measurements were taken off the Interscope Lola. Styling responsibility was given to Randy Wittine, who created a one-third scale model for wind tunnel tests. Their findings were translated into a full-size shell at the Warren, Mich., Technical Center and fitted over the Lola frame. Originally a T-700 windshield was used, the only exterior part left from the Lola.

OPPOSITE: Redesigned by the Chevrolet III design studio, the 8810 series was visually most different in the angled lines around the side radiator inlets. Although most other changes were more subtle, only a few parts were interchangeable with the original car. (Chevrolet Motor Division)
ABOVE: Jack Baldwin. (Hal Crocker)

LEFT: Lew Price ran the first Corvette GTP, a normally aspirated V-8 model, at Daytona in 1985. Officially listed as a Lola T-711, shown here at Sebring, the car was not supported by Chevrolet. (Ed Clayton)
RIGHT: Another view of Lew Price's unofficial Corvette GTP, shown here at Daytona in 1986. Note the radiator exhausts on the top of the rear fender. These were removed from the design before the Hendrick cars were built. After an early DNF at Sebring a month later, the Lee Racing team withdrew from competition altogether. (Hal Crocker)



Max Schenkel refined the shape in the GM wind tunnel. Then the body was sent to England, where it was mated with the former Interscope chassis. Lola Cars continued development of the car as a package, which was completed in time to be shown at the United States Grand Prix at Detroit in June 1983. Unfortunately, the white-and-gray Corvette was upstaged by the radical (and race-ready) Mustang GTP. Ford had a race car; Chevrolet had a show car.

Eventually a total of seven Corvette GTP cars were produced, all based on the Lola. The turbocharged V-6 version was designated the 710, and its normally aspirated V-8 cousin was the 711. In March 1984, the 710 was taken to Goodwood, 140 miles from Lola's Huntingdon base, where Grand Prix drivers Jonathan Palmer and Stefan Johansson ran tests.

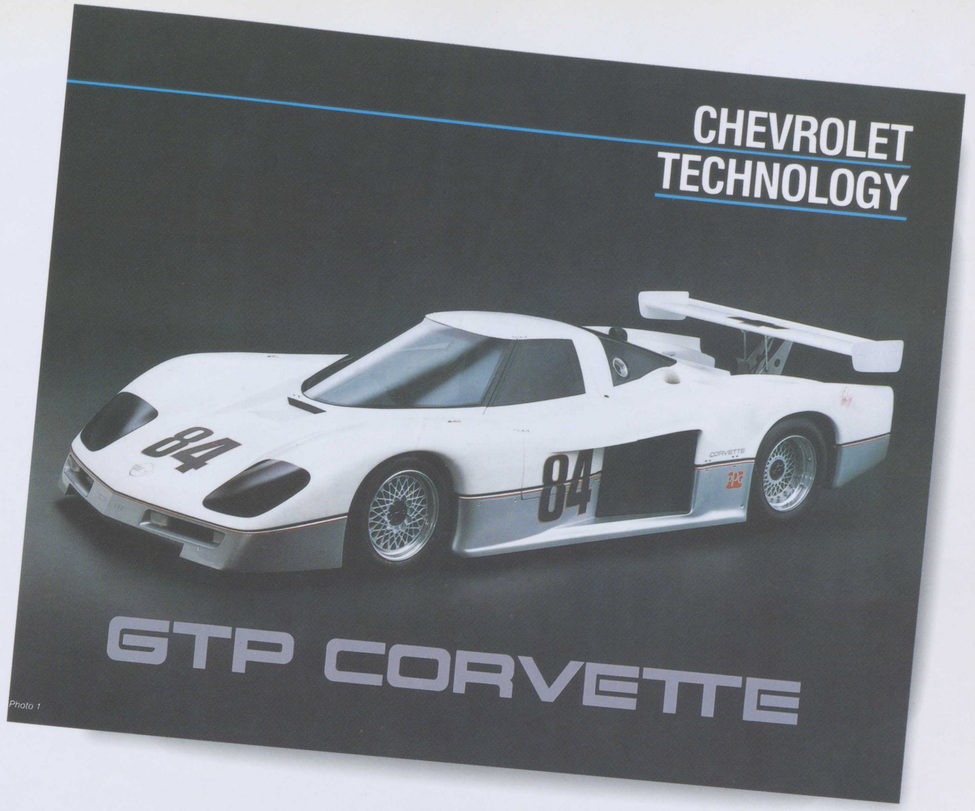
The 710/711 chassis was all new, with a 80-by-100 centimeter flat bottom that made it legal for both IMSA and Group C. Refinements indicated by tests at the full-scale GM wind tunnel and the quarter-scale Lola wind tunnel produced downforce that was twice that of the T-600 even though the configuration was similar. At 188 inches, the T-710/711 was an inch and a half longer than the T-600. At 79 inches wide and 41 inches tall with wheelbases of 106.5 inches, the two were virtually identical.

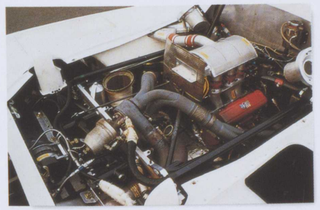
The original styling study had NACA side inlets, but they did not provide sufficient air supply and were replaced with large openings similar to those seen on the T-600. In the evolution of the design, the vertical line of the opening was angled by the design group, which made for a more aggressive appearance without drag penalties. Two large radiators provided cooling for the engine and transmission oil and the engine block.

The chassis was a conventional monocoque made of aluminum honeycomb, extending to the fuel tank, where it mated to the engine. The engine was a stressed unit supported by A frames that extended back to the shock absorber cross-member. Suspension details included wishbones with outboard-mounted coil springs directly mounted to the uprights in the rear. The front suspension had centrally mounted shock absorbers activated by pushrods. Front and rear antiroll bars were cockpit adjustable.

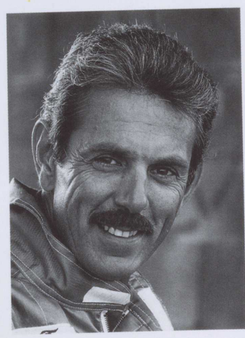
Body panels were made from Kevlar, as were the underwing and rear wing. Rear-wing supports were carbon-fiber-reinforced aluminum honeycomb. Sixteen-inch-diameter BBS wheels were used all around. The Goodyear tires were 11 inches wide on the front, and the rears were 14 inches wide.

At the end of 1982, Piggins retired, succeeded in March 1983 by Herb Fishel. Management was now beginning to see the relationship between racing and sales, and Fishel was able to get the budget increased. Unfortunately, the budget was not unlimited, and priorities had to be set.





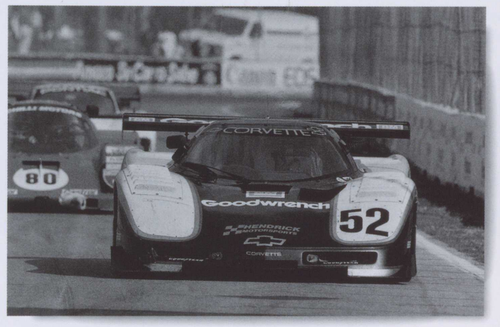
TOP: The original Lola-based Corvette GTP was publicized in Chevrolet brochures and ads, shown at the 1983 Detroit Grand Prix, then was locked away for almost two years. (Ryan Falconer collection)
ABOVE: After sitting in a Chevrolet warehouse, the Lola T-710, with Ryan Falconer's turbo V-6, was shipped to the Goodwood circuit in England for testing. (Ryan Falconer)
LEFT: Sarel Van der Merwe, September 1985. (Hal Crocker)
RIGHT: Lola founder and designer Eric Broadley participated in the Laguna Seca test when Falconer brought the car back to America. His presence underscored the effort and the importance of the project to the firm. (Ryan Falconer)



OPPOSITE: David Hobbs and Sarel Van der Merwe lead John Kalagian's No. 15 March, Bob Akin's 962, and the Marches of the Leon brothers at Road America in 1985. The new factory-backed Corvette GTP qualified 11th, in ts race debut, but fell out at 69 laps with turbocharger problems. (Hal Crocker)

LEFT: Falconer brought the Corvette from England to Laguna Seca. Three of his friends, Al Unser, Al Unser Jr, and Mario Andretti (shown), tested the car. Lap records quickly fell as the potential of the car was realized. Chevrolet soon became interested, and a race program was begun. (Ryan Falconer)

RIGHT: At Miami in 1988, Van der Merwe leads the Lights class-winning Alba-Ferrari of Carlo Facetti and Martino Finotto. Van der Merwe and co-driver Bobby Rahal could only manage 12th in qualifying and dropped out by lap 54. (Hal Crocker)



NASCAR was gaining in popularity, and the De Atley and Morrison teams were already established in sports-car racing. There was no fat in the budget for an IMSA GTP car at the time, so the project was put on hold.

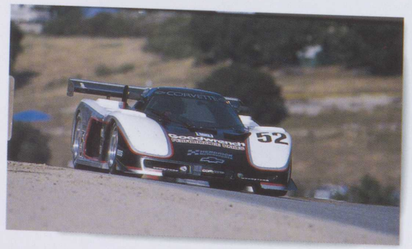
When nothing seemed to be happening with the turbo Lola, Falconer arranged to have the 710-01 air shipped to Laguna Seca for testing. "So I got the car, and I hired Jim Chapman and John Bright to come up on weekends, and in a few days we got the car running. And since I live so close to Laguna Seca, I got some friends of mine to test drive the car [the friends were Mario Andretti, Al Unser, and his son Al Jr.]. We paid them, but they did it as a favor to me," says Falconer, who had been friends with Chapman, Andretti, and Unser Sr. from their days together with the Vel's Parnelli F-5000 team.

After a few laps of warm-up and familiarization, the three were allowed to extend the car to discover its potential, and it was there. Unfortunately, the car was as quick to catch fire as it was to set records, and many test laps were interrupted by fire-fighting drills.

For three months, Chapman worked to turn the car into a runner. The main problem was cooling. Chapman moved the exhaust pipes into the internal airstream and relocated the body supports. Exhaust pipes were glowing at more than 1,500 degrees Fahrenheit—so hot that the internal plating was flaking off. A high-nickel steel, Inconel, was substituted, and that problem was controlled. Chapman kept notes of all changes, which he passed back to Lola for future reference.

Chevrolet had a car, but it also had a problem. Who would race it? The first choice would have been Field's Interscope team, because it had first raced the Lola T-600 with the Falconer turbo V-6. But Interscope was out of racing. The other choice would have been the Blue Thunder team; it had won the 1984 championship with Chevrolet power. There was suspicion about the source of Blue Thunder's funding, and Chevrolet could not be associated with drug smuggling. Falconer even expressed an interest in running the car himself.

What happened next was a surprise to Chevrolet. The V-8 powered Lola Type 711 made its debut at the 1985



TOP: At Watkins Glen in 1986, Hobbs qualified seventh but dropped out with gearbox problems. Here he leads a group on the warm-up lap. (Hal Crocker)
BOTTOM: In 1987 the best finish was second place at Laguna Seca in May. Van der Merwe had qualified third. (Hal Crocker)
OPPOSITE: At Road Atlanta in 1986, Sarel Van der Merwe leads Klaus Ludwig in the Ford Probe and John Paul Jr. in the Buick Hawk. Van der Merwe and Doc Bundy won from the pole position. (Hal Crocker)

Daytona 24 Hours by Lee Racing, a team owned by Lew Price. Price, who had made his money with Lee Metals, a manufacturer of stainless-steel vats for the cosmetic industry, had been racing a Datsun 510 maintained by George Alderman and Carson Baird. Price had purchased the car directly from Lola, figuring that Baird, who had driven small sedans in IMSA, was the man who could help him move up to GTP. At Daytona, Baird qualified the No. 4 Lola 13th but was a DNF after 53 laps and was classified 51st. At Round 2 in Miami, Baird and Chip Mead finished seventh, and in Round 3 at Sebring, Baird and defending NASCAR champion Terry Labonte started ninth but didn't finish. Their Lola was the sole Corvette to compete in the GTP series the first half of the 1985 season.

Baird was team manager, chief mechanic, and driver. In the latter role, he was usually teamed with Lew Price, Jim Mullen, and/or Mead, scoring a best finish of eighth at Watkins Glen. While not a factory-supported effort, Baird and Price met with Chevrolet engineers several times for assistance, though the results didn't reflect that.

Part of the problem was the car. "It could have been a very nice car, but the way I saw it, Lola built the car and shoved it out the door without any kind of track testing or anything," says Baird. In practice at Daytona, the rear wing mount broke off, the car hit the wall, and although it never flipped, all the bodywork was torn off. "These were the kind of things that led me to believe the car never had any track testing. We found problems like that from day one."

Several co-drivers paid for their rides, providing Price with money for expenses, but they were unfamiliar with the car. Their enthusiasm often led to over-revving and "engine problems."

"Lew was no exception," says Baird. "He'd over-rev the motor every time he got into it."

The final race for No. 4 was Sebring 1986. Mullen was the only driver because the car was a DNF before lunchtime. After that, Price sold his company and became a stockbroker, made some more money, and moved to Georgia. He was later killed in a traffic accident. The car, the only example made exclusively for the normally aspirated V-8, was sold to a private collector and has since become a part of the historic racing scene.

The Lola 710-01 with the turbo V-6 became the Hendrick car that was campaigned by the ex–Kreepy Krauly team, a marriage arranged by John Pierce. Rick Hendrick, who owns a slew of Chevrolet dealerships in

the South, is a successful NASCAR team owner. David Hobbs was brought in to test the car in the summer of 1985. Promising results led to a second test at Watkins Glen. After that, GM decided to try the car in competition. The Goodwrench service division picked up part of the tab. The car was repainted black and silver with red accent lines.

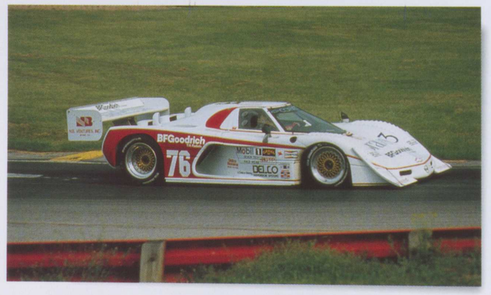
The 710-01 made its race debut at Road America in August 1985 as Corvette GTP No. 40 with Hobbs and Sarel Van der Merwe. Hobbs qualified 11th, but a faulty waste gate put him out after 69 laps. The car's second race was in September at Watkins Glen, where Hobbs qualified seventh but went only 47 laps before the gearbox failed. This was the first time the 710 raced against Price's normally aspirated 711. The Price car qualified only 15th but continued running to the end, finishing eighth.

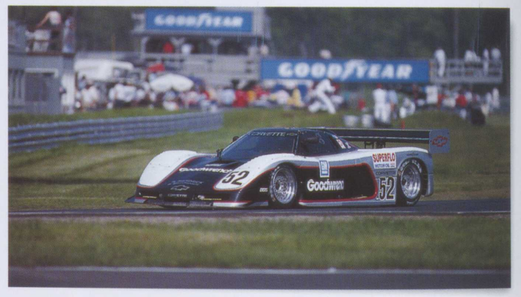
The potential of the car began to emerge as the season ended at Daytona in December. Van der Merwe put the car on the pole. Bill Adam was his teammate, as Hobbs was unveiling the March BMW, also on the front row. Neither car lasted, although the Corvette made it to lap 65 of the race's 89 before going out with engine failure.

Chevrolet hired more people and ordered two more chassis for 1986. These were designated 8610-01 and -02. Maintenance access was greatly improved. Doc Bundy joined Van der Merwe as the team's second driver, with the latter handling the solo runs. Pierce was now in charge of Chevrolet's racing programs, and Richard Johnson was assigned to the turbo V-6 program. The season began well, with Van der Merwe taking the pole for the Daytona 24 Hour race. However, the car was withdrawn before the start when Wally Dallenbach Jr. felt a vibration, which turned out to be the main web blowing out of the block. "We didn't want to blow the car in front of 40 competitors," says Falconer, "so we announced that we had a vibration, which was true. That's before I went to my girdled block and cured all those problems."

Another pole came at Miami. Van der Merwe started the race but lasted only 30 laps. The third pole and first victory came in Round 4 at Road Atlanta, but the 710-01 was demolished in Round 5 at Riverside when Doc Bundy had the big accident involving Lyn St. James in a Probe and Chip Robinson in a Jaguar. The new 8610-01 presented problems because it did not incorporate the changes Chapman had made, and for several races it was plagued by the same overheating problems that were thought to have been solved two

OPPOSITE: The final descendent of the Lola T-710/711 was the Eagle. The ex-Peerless Corvette GTP was fitted with a 10.2-liter motor by owner/driver Paul Canary for Le Mans in 1990. The car produced more than 900 horsepower at 5,700 rpm but overheated in practice and was withdrawn before the start of the race. (Jim Stanton)
LEFT: In 1988 Peerless Automotive bought a Corvette GTP. David Hobbs and Jack Baldwin first raced it at Columbus. After a driver realignment, Jacques Villeneuve and Scott Goodyear drove the car at Mid-Ohio in 1989 and lasted only 27 laps before the engine went. (Dudley Evans)
RIGHT: Elliott Forbes-Robinson and Wally Dallenbach Jr. drove the Hendrick Motosports Corvette GTP at Mid-Ohio to seventh place in June 1988. While the car shared similar heritage with the Nissan (a turbo V-6 in a chassis derived from a Lola), the two programs were headed in opposite directions. The race was the fourth straight win for Nissan. (Hal Crocker)





years earlier. It gained a win at West Palm Beach in June, however.

Two new cars, designated 8612 models by Lola, were designed to take either the V-6 or the V-8. While they looked like the original 710/711 cars, they were not the same. The 710/711 had 16-inch wheels; the new cars had 17-inch wheels. The only compatible parts were the doors and the windshield. The 8612-01, fitted with experimental active suspension as a result of GM's acquisition of Lotus, was raced at Columbus and then retired. In all, the Goodwrench Corvette took two victories and seven pole positions in 1986. It was to be the team's best season.

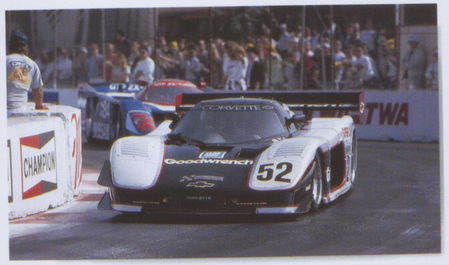
The two cars took four more poles during the 1987 season, but they were outnumbered and overwhelmed by the Porsche 962s. A second place at Laguna Seca was the best result of the year. Van der Merwe finished 10th in GTP driver's points, and Chevrolet was second in manufacturer's points with one-fourth Porsche's total.

Results did not improve in 1988. There were no more victories, the best finish being a third at Watkins Glen. The final race for the Hendrick Corvette team was at Del Mar, where Van der Merwe qualified third in No. 52 and Bobby Rahal started 11th in No. 22. Van der Merwe dropped out after 31 laps, while Rahal came home fifth. Then the cars were packed up and taken back to Indianapolis. Two of the cars stayed with Hendrick, while two others went to Chevrolet. Of these two latter cars, one had been built from spare parts and was never raced. The other, No. 8610-02, was sold to a private collector.

According to plan, 1989 was to be a development year. Using the 8710-01 as a test bed, the team tried variations of the V-8 and turbo V-6, even a Ford Cosworth. But Hendrick was becoming disillusioned. "Doing all the research for Chevrolet was getting to be rather old," says team manager Ken Howes. The team needed some race results. "There had always been a dual purpose to the program: one part to achieve the maximum victories and the other to boldly develop new technologies which could be applied to street Chevrolets. It was the latter that was taking precedence in 1989."

Chevrolet told Hendrick it had a new car on the drawing board and had hired Paul Brown to design it. Howes described the design as "generic." The Hendrick team began making parts. There were none of the compromises that had caused problems for the Lola 710 family.

OPPOSITE: Van der Merwe discusses plans before the Memorial Day race in 1988 at Lime Rock. He and co-driver Forbes-Robinson started fifth but finished seventh. (Hal Crocker)
LEFT: Del Mar in 1988 was the last race for the Hendrick team. Van der Merwe qualified third but was out after 26 laps. His teammate, Bobby Rahal, finished fifth although he started three places behind the Peerless Corvette. (Hal Crocker)
RIGHT: Jack Baldwin and David Hobbs drove the Budweiser-sponsored Peerless Corvette at Del Mar in 1988. They qualified in eighth place but lasted only 70 laps. (Hal Crocker)



There was no attempt to make it look like a street Corvette. Proper attention was to be given to cooling, a gremlin that was never resolved with the 710.

Then in 1990, Chevrolet made the decision to completely abandon the GTP in order to develop an all-new car. With no more development, there was no more use for a race team.

It was easy for the team members to find new employment. Although they were the only IMSA team in Indianapolis, similarities to IndyCars made the move to working on the single-seaters painless. Howes stayed with Hendrick, spending most of 1990 liquidating the assets of the team. In 1992, he took on the job as crew chief for Ken Schrader's NASCAR Winston Cup team, and in 1996, he headed Hendrick's development program.

Hendrick kept his two cars (the 710 and the 8612-01), but the 8610-01, the car that had won at West Palm Beach in 1986, burned at West Palm Beach in 1987, was rebuilt, then crashed at Del Mar and was left as a pile of remains.

But those weren't the only Corvettes in the GTP series. In 1988, Jack Baldwin and the Peerless team made the move up to GTP with a Budweiser-sponsored Lola-Corvette on BFGoodrich tires. This was the last Corvette GTP ever made, and like all previous Peerless cars, it carried the number 76. David Hobbs teamed with Baldwin for the last three races of the season: Columbus, Del Mar, and Tampa. They placed fourth at Columbus but failed to finish at Del Mar and Tampa.

Baldwin hated the car. "The project was just a disaster," he says, "absolutely a disaster. That GTP Corvette is basically what took Peerless down. The car was such a failure that they never recovered. The lowest point of my career was driving that car."

The Peerless car can be distinguished from the Hendrick cars because the Goodwrench cars had chopped-off tails with four round generic taillights. The tail of the Peerless car was rounded with four taillights from a ZR-1, true to the original design intent.

There were no Corvette GTP cars in IMSA after 1988, but in 1990, the ex-Peerless car, listed as an Eagle 700, was taken to Le Mans by Paul Canary. Powered by a 10.2-liter Eagle motor and sponsored by Eagle Performance, the manufacturer of the motor, the car failed to qualify because the motor continually overheated. Dennis Kazmerowski, listed as co-driver, built a street-legal copy, which he wanted to put into production, but that never happened. The race car still exists, with a Chevy motor replacing the Eagle, and it shows up at vintage racing events. General Motors owns two Goodwrench cars, and they still draw a crowd whenever they're displayed at dealerships and auto shows.

"There was a lot of technology. It always seemed to be a technological test bed. It was constantly under development. It never seemed to reach a point of stability. . . . There was obviously something basically wrong. . . . The car was incredibly quick, but it was just fragile."

LYN ST. JAMES

FORD PROBE AND MAXUM: HAVE YOU RACED A FORD LATELY? (THE SEQUEL)

After the front-engine GTP concept was abandoned by Ford SVO in 1984, Michael Kranefuss contracted with Zakspeed in Germany to develop a rear-engine GTP using the turbo four with provisions for a turbo V-8. Called the Mustang-Probe, the design by Zakspeed's Paul Brown, an Englishman, was modular to allow for ease of repair and adaptability to changing design needs. There were seven carbon fiber sections: three in the chassis and four body sections. The chassis was constructed at Zakspeed's shop in Niederzissen.

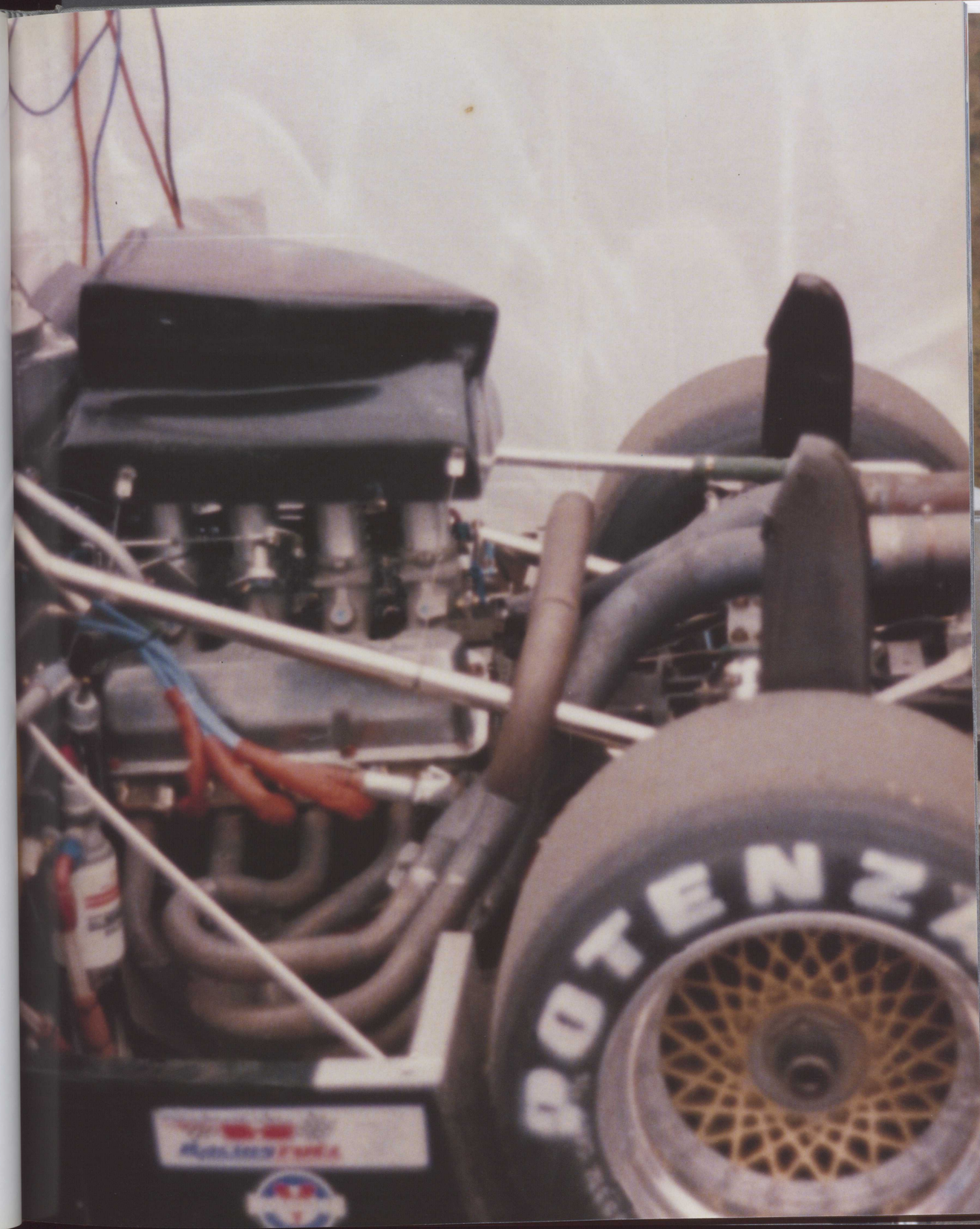
One-fifth and one-eighth scale models were wind tunnel-tested at Aachen University in Germany, and a full-size model was tested at Ford's Cologne tunnel. Aerodynamicist Helmut Barth concentrated his efforts on maximizing cooling.

An all-new turbo four was produced using only the cylinder head, oil pump, and water pump from the previous motor. Built in Germany with an Italian aluminum block, the American race car with an English designer was a four-country project.

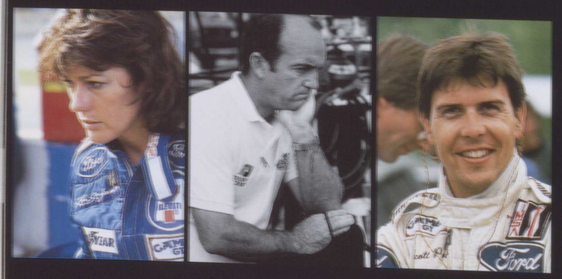
The front-mounted radiator shared the nose opening with cooling ducts for the engine and brakes. Additional air was taken through ducts in the side of the car, with the right tunnel providing access to the oil radiator, rear brakes, and intercooler, and the left duct passing air to the intercooler and the motor.

By late winter of 1984, the first chassis was air-freighted to Daytona for testing by Klaus Ludwig and Doc Bundy in preparation for their first race of 1985, Round 6 at Laguna Seca, where Ludwig put Probe No. 7 on the second row but was the third car out of the race. Ludwig and Bundy earned a third-place start for Round 7 at Charlotte, which ended in a DNF, followed by another DNF for Ludwig in Round 9 at Mid-Ohio. Another third-place start for Round 10 at Watkins Glen led to a second-place finish for Ludwig and Bundy. In Round 11 at Portland, the pair started fourth and finished fifth. Another second in Round 12 at Sears Point was followed by a DNF in Round 13 at Road America after starting on the pole. Ludwig and Bundy finished fourth in Round 15 at Watkins Glen after starting second but were a DNF again in Round 16 at Columbus after starting on the pole. Not entered in the season finale at Daytona, the Mustang Probe placed third and fourth, respectively, in that season's GTP engine and chassis manufacturer's points, while Ludwig and Bundy tied for 13th in driver's points.

In late 1985, Ford stopped off with a Probe at Talledega on the way to tests at Daytona. The car was prepared for an assault on the women's closed-course

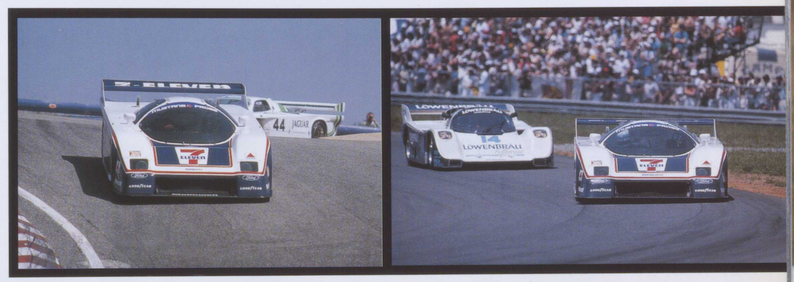


OPPOSITE: Power for the Maxum came from a normally aspirated Roush Racing-prepared Ford V-8. (Daryl Clausen)



ABOVE: Michael Kranefuss, head of Ford's Special Vehicle Operations, and driver Klaus Ludwig in conversation at Watkins Glen on July 7, 1985. Ludwig and co-driver Doc Bundy had started third in the race and finished second in the Mustang Probe to the Holbert/Bell 962. (Hal Crocker)
FAR LEFT: Lyn St. James had been racing in GTO and felt ready to move to GTP. In late 1985 a Probe was prepared for her to make an assault on the women's closed-course record. St. James achieved the record at 204 mph at Talledega and won a spot on the Probe team. (Hal Crocker)
CENTER: Jack Roush in May 1987. (Hal Crocker)
LEFT: Before joining the GTP effort, driver Scott Pruett helped Roush Racing earn GTO and Trans-Am titles. (Randy McKee)

LEFT: The first race for the Probe was on May 5, 1985, at Laguna Seca, where Klaus Ludwig qualified third, but was an early retirement with engine failure. (Hal Crocker)
RIGHT: At the following race at Charlotte, the Probe again qualified well with Doc Bundy starting third. In the race, he led the eventual winner, the Holbert Racing 962, but was again a DNF after 81 laps. (Hal Crocker)



speed record. "That was my way of getting in the car to show them that I could drive that car," says Lyn St. James. The result was a new record of 204.223 mph. Roush Racing and Zakspeed were working together during the transition from the Mustang GTP to the Probe. But with an increase in tension developing between the two principals, coupled with Roush's success in the IMSA GTO and SCCA Trans-Am series, a separation was inevitable. For 1986, Zakspeed was left to continue development of the Probe on his own.

Passing up the endurance races at Daytona and Sebring, Klaus Ludwig and Tom Gloy finished fifth in the Zakspeed USA Probe at Miami, the race in between. Two cars were entered April 6 at Road Atlanta, where Ludwig and Gloy placed 14th and St. James and Pete Halsmer 15th. Neither car finished the race. The same two cars and driver pairings appeared April 27 at Riverside, where St. James suffered the "shunt of the year" in an accident that also involved Chip Robinson's Jaguar and Doc Bundy's Corvette GTP. She was hospitalized for several days before returning with a neck collar. The pain persisted, and an MRI showed a herniated disc, putting her out for six weeks. Ludwig had a solo win from the pole at Laguna Seca May 4, followed by a DNF at Charlotte May 18. After Ludwig called in sick from Germany, Gloy drove No. 7 at Lime Rock May 26, starting fourth but failing to finish. Halsmer did a little better, starting second and finishing 10th in the No. 07 sister car. Skipping the endurance races at West Palm Beach and Watkins Glen, St. James and Gloy finished fifth at Portland July 27, with Ludwig and Scott Pruett sixth in the sister car. Neither car finished at Sears Point August 3, at Road America August 24, at Watkins Glen September 21, at Columbus October 5, or in the season finale at Daytona October 26. This was a dismal ending for a dismal season, one that many times saw the GTO Mustangs finishing ahead of the GTP cars on their way to the championship that year.

After six years of basing the Ford GT program around the German turbo four, the results were still disappointing. Why did Ford keep going with the turbo four? "Zakspeed was developing that engine and sold Ford on the idea and probably had a batch of those engines and thought they could make it work," says Halsmer. "And once you're into a thing like that, it's more expensive to change."

Although IMSA rules did not allow dual turbochagers on the larger V-6 engines, they were permitted on four-cylinder engines. This gave Zakspeed another route to take in the search for more horsepower.

"Toward the end of that year [1986], one of the things that was really interesting was a twin turbo Cosworth V-8. It showed a lot of promise, and we did get it to finish. One of the reasons the Cosworth was a better package was that with two small turbos, you don't get the lag you get with one large one. With the four-cylinder, it was stand on the gas half a second ahead of time before you knew you wanted to go."

LEFT: Klaus Ludwig earned the pole position for the first GTP race through the streets of Columbus, Ohio in Probe No. 7. Ludwig's race lasted 57 laps before retirement. (J. A. Martin)
RIGHT: The Paul Brown–designed, Roush Racing–campaigned Maxum. At Watkins Glen in 1987 Scott Pruett and Pete Halsmer started seventh but lasted only 98 of the 128 laps. (Jim Stanton)

"No one was willing to take the engine to another level," says Michael Kranefuss. "There were huge philosophical differences in how to go about this. Roush was prepared to create a new engine, or spend a ton of money to correct this one. We were in a bind here, and we didn't have the money to do the next step in developing the right engine and develop it to the point where it could have won races."

David Hobbs, Whitney Ganz, and Gianpiero Moretti started the No. 7 Probe 11th at the 1987 Daytona 24 Hours. A row back was the Roush Maxum, listed as the No. 4 Ford GTP, with Scott Pruett, Halsmer, and Gloy as drivers. Neither car finished. Emerson Fittipaldi and Roberto Guerrero started the No. 87 Zakspeed Mustang Probe 14th at Miami but failed to finish in the last Probe race before the cars were sold to Tom Milner.

"Every year there were a bunch of people who said they'd like to run Fords. Virtually everybody," says Kranefuss. "Even Al Holbert talked about coming to Ford one year when he couldn't get his stuff worked out with Porsche. Even with the kind of stuff we were running, they were expecting us to get our shit together." Instead, Ford quit the series. "It was money and lack of success and difficulty in getting enough out of that series in terms of national publicity given to TV, none of which was there," says Kranefuss. "The car was extremely fast and should have been a great product, but the engine gave us more problems. At that time, Zakspeed had entered into Formula One, so anything else was of little importance to them. That was the year I finally threw in the towel and said it doesn't make sense."

MAXUM

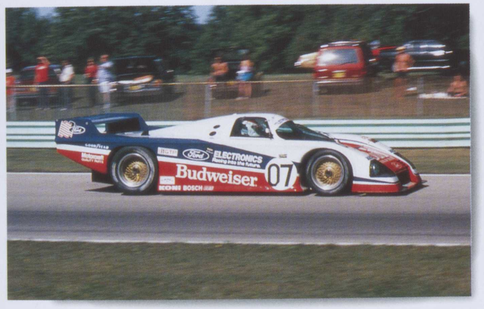
What should have been a natural evolution of the Probe became two cases of mismanagement and disappointment that ended in courtrooms.

The first case involved Alan Smith and Paul Brown of Zakspeed. They were dissatisfied with the way the Probe was being raced and left Zakspeed to build its own car, which they called the Maxum. From the outset, the car was designed to accept a variety of engines. Smith approached several manufacturers about using the Maxum chassis with their engine, including Honda and Chevrolet. "We were playing bluff because we didn't have a damn thing going," says Smith.

Jack Roush phoned Smith. " 'I've got some unfinished business in GTP; are you interested in talking?' So I went down to hear what Jack had to say," says Smith.

ABOVE: The Probe was built around seven fiberglass sections as seen in this Ford Motor Company illustration. (Ford Motor Company)
RIGHT: The 7-Eleven–sponsored Probe No. 7 makes a pit stop at Sears Point in 1986. This photo shows the large one-piece tail and rear wing. (Paul Tyler)

OPPOSITE: At Road America in 1986 both Probes were again DNFs. Budweiser's presence, the first in an ever-changing rotation of sponsorship deals, couldn't help the car's problematic motor. (Hal Crocker)
LEFT: Bobby Rahal and Pete Halsmer began in the eighth position at Road America. They finished 31st, five positions ahead of the similar Klaus Ludwig, Tom Gloy car. (Dave Goehrig)
RIGHT: Though it did not enter the race, an Alucraft-sponsored Probe practiced at Daytona for the 1990 race. (J. A. Martin)



Roush was putting together a GTP program for Ford, and Smith and Brown arranged to have their Maxum chassis design built for Roush by Specialized Mouldings in England. The design looked similar to the Probe, but only the rear uprights were in common. Their intent was to make a customer car that was strong, relatively inexpensive, and easy to maintain. Its two radiators were from a Volkswagen Golf and only cost about $80 each.

The first car was delivered to Roush Racing in December 1986. The car was designed for Goodyear tires, but Roush had signed a contract with Bridgestone. "That altered a lot of things on the car which were never engineered out," says Alan Smith. "[Roush team manager] John Dick decided that the cooling wouldn't work, so he cut holes in the side of the bodywork. So instead of race preparing the car, he had the guys designing the whole bloody aerodynamics package."

Roush wind tunnel tests showed that the cooling ducts were pushing air into the engine compartment, but the exhaust openings were too small and air pressure built up to the point where it was pushing the engine cover off. Dick angled the radiators and rechanneled the exhaust, equalizing the pressure.

"John moved the steering rack from in front of the bulkhead to in back of the bulkhead and altered all the geometry," says Smith. "So when we go to Watkins Glen and they're braking at the end of the straight and the guys can't keep it in a straight line, the press is slam-dunking Paul because the car is so nervous. Jack never ran the car the way it was built [to be run]. When it rolled [onto] the track, it was a completely different car."

Ford decided to abandon the project after Zakspeed threatened legal action over its earlier departure. Ford and Roush decided to concentrate on the NASCAR Winston Cup Series instead and withdrew from GTP.

As this transition was taking place, Smith said that he and Roush had a dispute over payment for a car and spare parts that was ultimately resolved three years later by the cars being returned to Smith with payment of the money owed to the Maxum company. Smith had the cars shipped back to Specialized Mouldings and rebuilt to the original design. After restoration, they came back to the United States as the property of J. Stephen Sheares, president of his own cosmetics company and Smith's silent financial partner. Sheares runs them in vintage racing events and has never experienced any overheating problems.

OPPOSITE: For the 1988 season Tom Milner campaigned two ex-Ford Probes with Dunlop tires. Shown here during a December 1987 test session, the front body panel has been removed, which reveals the ducting for the front-mounted radiator. With the engine cover raised the V-8 motor is visible. (Hal Crocker)
LEFT: The Roush Maxum at Road Atlanta in 1987 with Pete Halsmer at the wheel. The car was sponsored by Aplicon computers and Bridgestone. The interaction between the Bridgestone tires and the chassis, which had been originally designed to use Goodyear tires, caused problems. (Hal Crocker)
RIGHT: Pete Halsmer and Tom Gloy were at Daytona for the 24 Hours but after practicing in the No. 77, it did not race. (Ken Wells)

TOM MILNER RACING

Tom Milner, who was part of the earlier Mustang GTX program, bought three Probe GTPs from Ford in 1987 and prepared them in garage space rented from Group 44. Sponsorship by National Tire Warehouse (NTW) gave Milner the resources he needed to enter GTP competition.

Milner hired Halsmer to drive. "I was helping him out because I knew those cars," says Halsmer. "They were several years old, but they were still darn good cars."

Milner's single entry in the 1988 Daytona 24 Hours—the No. 7 of Scott Goodyear, Bruce Jenner, Ari Luyendyk, and Gloy—failed to finish. At Miami on February 28, Gloy and Halsmer finished ninth in No. 77, while Tom Pumpelly and Jenner were 19th in No. 7. Both cars were DNFs at Road Atlanta April 10, 1988.

"One of our problems was an unreliable engine," says Milner, "but we fixed the problem. We never had any problems after the beginning of 1988. We ran a lot more boost than Zakspeed or Ford ever did, and the engines were fine. Ford never did anything for us. I think they would rather have liked to have seen this thing disappear."

The 1988 season ended with all three cars entered at the November 27 Tampa World Challenge for Halsmer, Chip Robinson, and Ruggero Melgrati. Only the No. 7 car finished, Robinson and Melgrati taking fourth place.

"I think the Probe thing could have been a halfway reasonable effort as a privateer," says Milner. "We raced them as unsuccessfully as the Ford Motor Company did. I'd say it was one of the major mistakes of my life."

The 1989 season looked promising, but it was not to be. "I ran the cars only in 1988," says Milner. "I had a contract with NTW for two years, but NTW was purchased by Western Auto in the middle of the year, and Western Auto was subsequently purchased by Sears Roebuck. That basically ended the program. I filed a lawsuit against NTW and Western Auto for breach of contract, which I subsequently won."

All three cars were sold to collectors, two ending up in Europe and one back with Roush, who maintains a small collection of old race cars at his headquarters in Livonia, Mich.

CHAPTER 29

"We had fires; we had accidents. We took a couple of races off and got down to basics. We were pretty much setting the pace in the second half of the year."

ERIK WENSBERG, PROGRAM MANAGER

BMW Part II: The Swarm

BMW's second coming in GTP competition began in the spring of 1985, when Hans Riedel, BMW North America's sales and marketing chief, appointed staff member Erik Wensberg to organize the racing program for BMW North America. But there were problems to overcome. Jim Patterson, who had directed the first program in 1981, was terminally ill, and there was no direct support from BMW AG except for motors and minor technical advice. On the bright side, McLaren North America, connected with BMWNA since 1976, was again in charge of engine development and race preparation.

Wensberg put together a two-car team, with John Watson joining David Hobbs in the "senior" car and Mark Scott as crew chief. Davy Jones and John Andretti were in the "junior" car with Kurt Roehrig, formerly with McLaren NA, as their crew chief.

BMW had high hopes for the Paul Rosche type 12/14 motor. "They came back in 1985 with the 1.5-liter F1 engine," says Wiley McCoy of McLaren NA. "We repackaged it as a two-liter. The hardware was much improved by 1985 because of Formula One. They had basically the same two-liter engine [as in 1981], but they were quite different, a much better engine. It was a very serious program. The hardest thing we had to do was wean them off that rocket fuel [Formula One fuel mixture]. It wasn't legal in IMSA." Fed by a Garrett AiResearch turbocharger, the aluminum-head DOHC motor produced 800 horsepower at 9,000 rpm.

BMW bought the entire run of four March 86Gs, which was a major design departure from the 85G. The Peter Vanecke design had twin centrally mounted radiators. The first car was nicknamed "Donald Duck" for its ungainly appearance. The other three were "Huey," "Dewey," and "Louie." The crew added a "No Bozos" sticker to remind the drivers not to do anything stupid.

The team's first race was a single-car entry at the Daytona 3 Hour, the final race of 1985. Hobbs qualified second fastest but was out after 30 laps with undisclosed engine problems. After that, the team worked hard to get ready for 1986. "We worked 24 hours a day getting ready for Daytona and Sebring," says Scott. "John McGlaughin [who had worked with Bob Riley on the Mustang GTP] ran the day shift, while I ran the night shift."

The car caught fire when John Andretti was testing it at Road Atlanta. The damage was so extensive that BMW engineers could not determine the cause, forcing the team to withdraw from the 1986 Daytona 24 Hours. That's when Bob Riley was brought in, and, according to Scott, it went from being an ugly car to being a very good car. (It's worth noting here that the Riley and Scott partnership formed on this project led to their later alliance as World Sports Car manufacturers.)

The best they could do at Miami was a ninth (Hobbs and Watson) and a DNF (Jones and Andretti). Bobby

OPPOSITE: BMW team leader David Hobbs photographed at Sebring in 1986. (J. A. Martin)
ABOVE: The fall 1986 Daytona race was the swan song for BMW's GTP effort. Despite high hopes for 1987, BMW canceled the program. (Hal Crocker)

LEFT: The senior car of Hobbs and John Watson is prepared for the 1986 race at Miami. The pair finished ninth after starting 12th. The traditional twin-kidney nose was soon changed for better aerodynamics. (Hal Crocker)
RIGHT: Air dams were added to the nose for the Miami race. The senior team started No. 19 11th and finished ninth. (Hal Crocker)

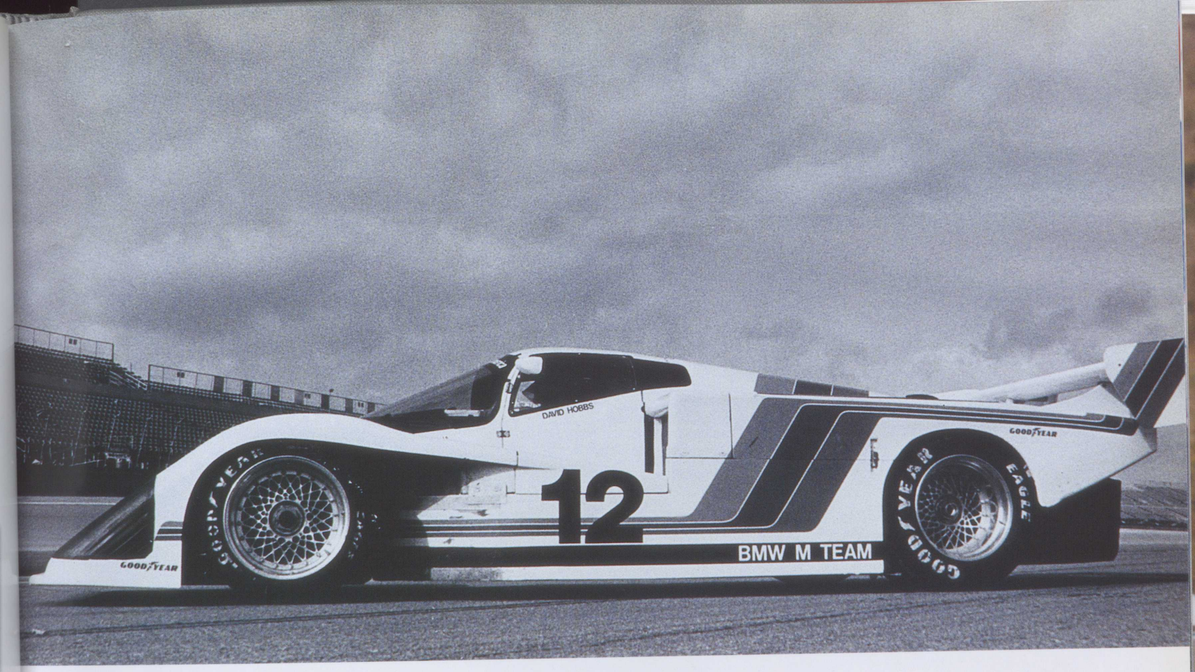
Rahal became airborne when the engine cover blew off while he was practicing at Sebring. "I was trying for a really quick lap when the car snapped around," says Rahal. "The bodywork had ripped off. I did about 10 end-over-ends going to the next turn." He was shaken but uninjured. BMW withdrew from the race.

"Stretching the engine [from 1.5 to two liters] caused a vibration," says Wensberg. "It simply rattled the car apart. It would break things. It would break subframes. It would get to a frequency and rattle the fuel lines off."

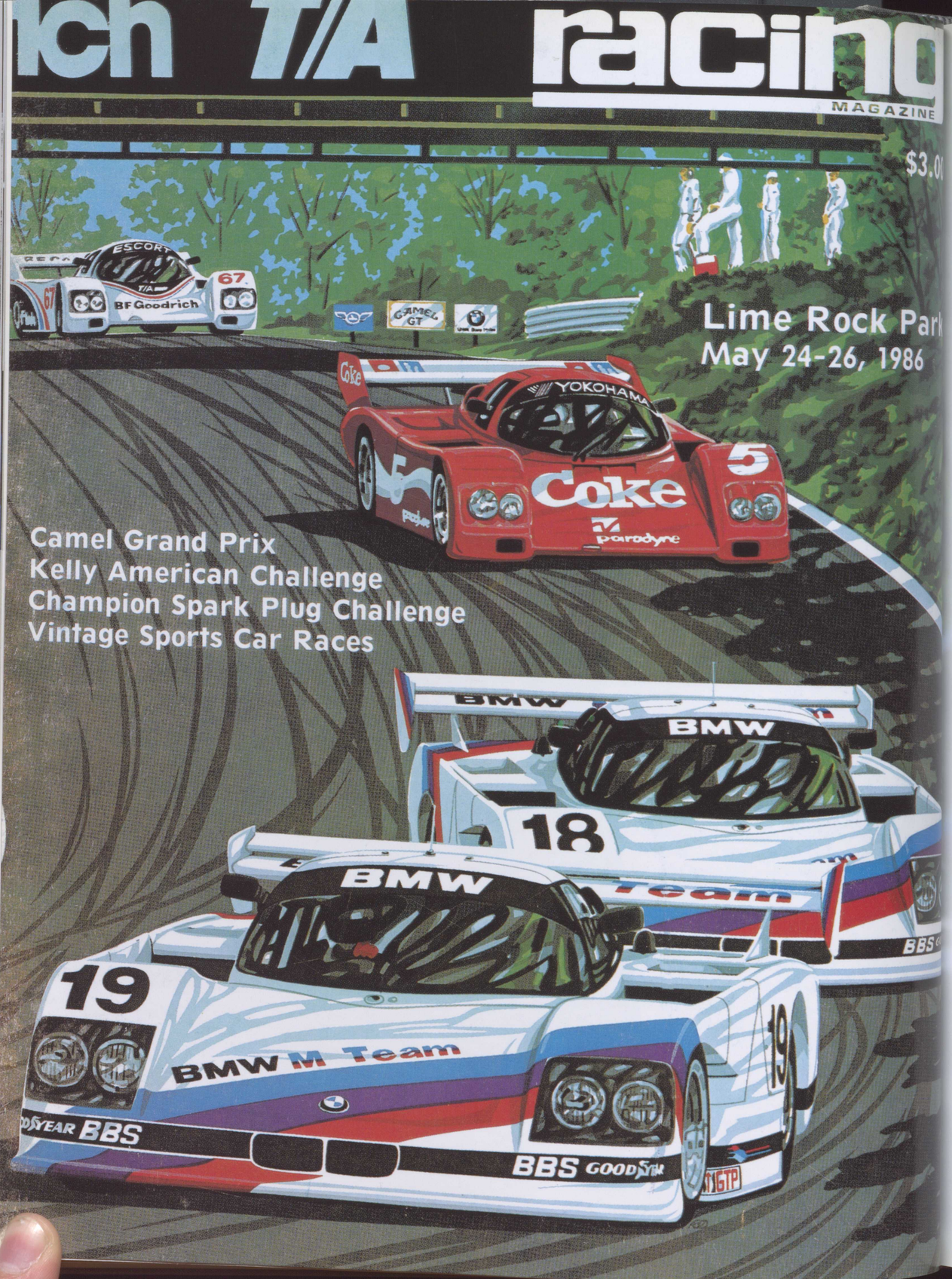
After a DNF at Atlanta April 6, management finally realized the team needed more help, and that was the start of what Scott calls "the Swarm," which brought in a slew of people, many of whom were less talented than their résumés indicated. Team management went from Emory Donaldson (previously associated with BMW) to Vic Elford (a British race driver with considerable sports-car experience) to John Dick (who came from the Conte team). "John really made the team click," says Wensberg. "He had a good technical background. He was good at prioritizing and managing people. We went through a very difficult first half of 1986."

Expectations were high for the Memorial Day race at Lime Rock. But days before the event, both BMWs were withdrawn. It made no sense, because Lime Rock was considered BMW's home track, but management said it was too close to the Detroit Grand Prix and, considering the unreliability of the Brabham-BMWs, thought it unwise to risk having two concurrent failures. Because the F1 cars could not be withdrawn, the IMSA cars were, but the argument seems unconvincing, as the Lime Rock GTP race was May 26 and the Detroit GP was June 22.

The team's fortunes improved July 6 at Watkins Glen, where Jones and Andretti were fifth and Hobbs and Watson were sixth. This was followed by a fourth by Hobbs and Watson at Portland and a fifth by Jones and Andretti at Sears Point. Elkhart Lake was another disappointment. The junior car started third but was first out of the race when Jones hit the leading Nissan from behind, sending him into the guardrail. The senior car



ABOVE: The March-built BMW GTP at its first test in 1985. The mid-radiator side panels were added after this test, and the graphics were changed. (Mark Scott)
RIGHT: Performance Technology Group now houses the original BMW M1/C (back) and BMW GTP, as well as one of the Applebee Spices. (J. A. Martin)



OPPOSITE: The cover of Lime Rock's 1986 race program featured this illustration of BMW's GTP cars. (Lime Rock Park)
LEFT: Tom Milner's Performance Technology Group now operates in the shop that was originally built by Group 44 in Winchester, Va. Milner's desk sits almost exactly where Bob Tullius's desk was a decade before. (J. A. Martin)
RIGHT: The senior drivers lead the junior team at Sears Point in August 1986. No. 18, driven by John Andretti and Davy Jones, qualified and finished fifth. David Hobbs and John Watson started sixth in No. 19 and had completed 59 of 75 laps before they suffered a DNF. (Hal Crocker)

led in the late stages until fuel feed problems forced it out while Watson was driving.

It was an all-BMW front row at Watkins Glen on September 21, with the junior car on the pole and the senior car starting second. Jones and Andretti lapped all but two 962s to take the win. The senior car was a DNF because of overheating. Still, the event was a resounding success. Jones had fastest race lap, the crew won the pit stop competition, and was selected best-looking team, so when Jones took the Norelco Cup for the best race performance, BMW had a clean sweep of the awards.

Those who had hoped the win would prompt BMW to provide full factory support were disappointed. After both cars retired with engine failure at Columbus October 5, team members and cars alike arrived at the Daytona finale later that month wearing black bands. Hobbs put the car on the front row but finished ninth after running out of gas while leading. After the race, BMW once again announced its withdrawal from GTP racing.

"It [team strategy] was for development in '85, race in '86, and theoretically continue racing in '87," says Wensberg. "What we did was squander '85. We got behind, then did two years worth of work in '86."

"We honestly thought, and Al [Holbert] said to me directly, the championship was ours to lose in 1987," says Wensberg. "But, of course, it was not to be because of the management change, and they decided to place their marketing emphasis elsewhere."

"Nineteen eighty-seven was going to be a big year for BMW," says McCoy. "We had all the bugs worked out, and it was the fastest car. Porsche development was dropping off a bit, and Nissan was just getting started, so that was a blank year where they could have cleaned up."

CHAPTER 30

We never lied to ourselves. We truly analyzed every single failure the vehicles had, and every one of those failures offered a properly engineered solution to the problem."

DON DEVENDORF

ELECTRAMOTIVE: THE NEW BENCHMARK FOR PERFORMANCE

"The first Datsuns to race in the United States hardly seemed the stuff from which legends would be made. The roadsters were copies of the MGB, and the 510 sedans were copies of the BMW 1600. But with the introduction of an original car, the 240Z, Datsun had a serious sports-car challenger. Several drivers gained national amateur and professional titles with the 240Z and its successors, including Don Devendorf, Paul Newman, and Bob Sharp.

As early as 1975, much of Devendorf's success came from the use of electronic fuel management. Devendorf, an engineering manager with Hughes Electronics, designed systems that were not incorporated by factory racing teams until almost another decade. In 1975, with John Knepp, he formed Electramotive Inc. (which was 75 percent Knepp, 25 percent Devendorf) and Electramotive Engineering (which was 75 percent Devendorf, 25 percent Knepp). One interesting aspect of Electramotive Engineering was the fact that many team members were from the local aerospace industry and familiar with the latest technologies.

Devendorf was the IMSA Radial Sedan champion in 1977 and GTU champion in 1979, and in 1982 he took the GTO title with a turbocharged Datsun 280ZX. His next goal was GTP. Not in a position to build their own car, Devendorf, along with Wes Moss and Yoshi Suzuka, approached March Engineering, which was not interested. Lola was interested, and Eric Broadley began work on their model 810. Suzuka developed the aerodynamic package using a quarter scale wind tunnel at Imperial College, then continued with the 15 percent rolling road wind tunnel at Electramotive. At 200 mph, the package produced 3,500 pounds of downforce. Bridgestone tires were used because Bridgestone was willing to provide sponsorship.

In 1983, Nissan began producing the VG-30, a V-6 engine used in more than one Nissan. Knepp developed the three-liter motor to produce up to 1,000 horsepower. A single Garrett T03 turbocharger was employed, along with an Electramotive fuel-injection system. The Weismann transaxle, one of Devendorf's original requirements, proved to be a weakness and was replaced in 1986 with the Hewland VGC five-speed unit. At about this time, Ashley Page was hired as team manager.

Lola had promised to deliver the car by October 1984, but its IndyCar priorities delayed its arrival until just

OPPOSITE: The Nissan's cockpit at West Palm Beach, 1989. Note the driver's cooling vest on the seat and the ice chest that feeds into it on the left. That weekend Brabham was the fastest qualifier, but a rare engine failure forced him out of the race after four laps. (Hal Crocker) **ABOVE:** Don Devendorf won the 1982 GTO title with a turbocharged 280-ZX that was often faster than the new GTP cars. Shown here at Road America in 1983, Devendorf and co-driver Tony Adamowicz finished second. (Dudley Evans)

before the race at Riverside on April 28, 1985. The transmission failed in practice, so the car was withdrawn. Designated the Nissan ZX-T, the GTP/Lola 810 made its race debut at Laguna Seca on May 5 with white-on-black California Cooler graphics. Devendorf and Tony Adamowicz finished eleventh. The remainder of the 1985 season can best be described as a series of promising starts and disappointing finishes.

A methodical engineer, Devendorf worked from a list of problems that had to be addressed. When every item on the list was checked off, the car would be a winner, but the checkmarks were slow in coming.

"It was a nightmare," says Page. "There were absolutely no redeeming qualities whatsoever to that first car in terms of workability. It took eight hours to change engines. All changes to make the car mechanic-friendly came from the mechanics. They got engine installation time down to under one hour."

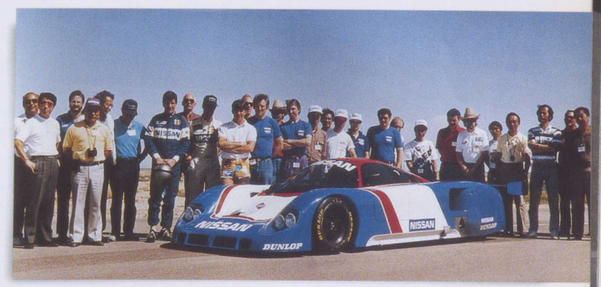
In the fall of 1985, Nissan's John Borgan asked Kas Kastner for candidates to head up Nissan's motorsports programs. "You need someone who speaks the language, who knows the people, who knows the business, and how to get the information," says Kastner. "You need a leader, and there was none, and that's when he called me."

Kastner had been involved with the management of sports car racing teams since the late 1950s. Standing 6 feet 4 with the bearing of a Prussian general, the 57-year-old Kastner quickly established command. One of the first things Kastner did was to insert himself between Electramotive and Nissan.

"It [Nissan's motorsports program] was part of the marketing department, reporting to advertising, reporting to publicity, reporting to anybody, because they didn't care," says Kastner. "I told the corporation, 'Stay out of my business; I'll give you a championship.' I ran it as a dictatorship; there was no voting. The immediate need was to let Electramotive relax because they needed someone running interference from the political side. The engineering side would take care of itself eventually if they had enough time and money. But they couldn't get either if they didn't have someone to go to bat for them."

Electramotive changed. Devendorf and Knepp brought each other out. Devendorf was progressive, while Knepp was conservative. Elliott Forbes-Robinson (EFR) was brought in as lead driver.

For 1986, California Coolers and the black paint were



TOP: In the pits at West Palm Beach in 1988 the Nissan team rebuilds the transmission of the GTP-ZXT. This event was the second of eight straight wins for Geoff Brabham and John Morton that season. (Hal Crocker)
ABOVE: Don Devendorf, 1986. (Hal Crocker)
BELOW: For the 1990 Le Mans assault, Nissan sent a new Group C Nissan R90V, built by Lola, to NPTI for testing. NPTI built 3.5-liter VRH35Z V-6 motor and modified the car. (Kas Kastner)
OPPOSITE: Sebring, like Daytona and Le Mans, had traditionally been an endurance race determined by planning and timing. In 1989 Nissan ran the race like a 12-hour sprint. Sebring races have never been the same since. (Hal Crocker)

OPPOSITE: While Electramotive was winning championships, Nissan of Europe was trying to win in Group C and at Le Mans. Through 1988 the unsuccessful effort had been with a turbo Nissan-powered March. (Ken Wells)
LEFT: Electramotive unveiled the Nissan GTP ZX-T at Laguna Seca in May 1985. Devendorf and Adamowicz finished seven laps off the pace. That season the all-black Nissan was sponsored by the California Cooler wine company. (Hal Crocker)
RIGHT: For 1986 the body shape stayed basically the same as Eric Broadley had sent it. But at Kastner's insistence, black was replaced with red, white, and blue, and Nissan was the predominate name on the side. (Lee Self)

gone. "Black is for when you've kicked everyone's ass for two or three seasons in a row and you're the real guys. Then you can paint the car any color you want," says Kastner. "But until you do that, you'd better be friendly. Black's not friendly. Why not red, white, and blue?"

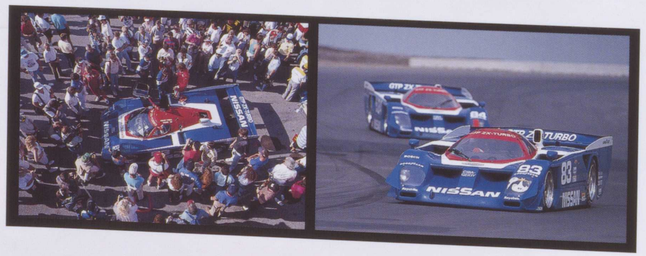
Electramotive did not enter Daytona or Sebring in 1986, but Forbes-Robinson and Tony Adamowicz placed 10th at Miami, the race in between. Geoff Brabham was hired on a race-by-race basis [because of Brabham's misgivings about the car's reliability], and his first race, Round 5 at Riverside, was a DNF. Round 6 at Laguna Seca was a DNF for EFR, but he was seventh in Round 8 at Mid-Ohio with Ludwig Heimrath. Brabham was back in the car when the team returned for Round 12 at Portland, where he led most of the race only to finish third after stopping for a dash of gas two laps from the end. EFR was fourth in Round 13 at Sears Point, a DNF in Round 14 at Road America with Brabham, a DNF in Round 15 at Watkins Glen with Jan Lammers, and fifth in Round 16 at Columbus, again with Brabham. The team did not enter the final round at Daytona in October. At the end of the 1986 season, EFR was 27th in GTP driver's points and Brabham was 33rd. Nissan was seventh in manufacturer's points.

In 1987, Nissan Motor Corporation USA promoted Thomas D. Mignanelli to head up sales for the North American market, making him the first American to reach top management in a Japanese car company. Mignanelli recognized the importance of racing and provided needed support for the GTP effort.

Growth of Electramotive was creating stress for Devendorf, even though Kastner was providing some relief. He developed Epstein Barr Syndrome, an illness that causes fatigue and a low-grade fever. The doctor's report effectively ended his driving career.

The race cars were modified for 1987. Endplates on the rear wing were enlarged to became part of the side body panels, and the wing itself now had two tiers. Radiator exhausts were moved from the top to just in front of the rear wheels. Downforce was increased to more than 7,000 pounds at 200 mph. Seventy pounds were saved with a new cast-aluminum engine block. A few more items were checked off Devendorf's list.

Skipping Rounds 1 and 3 at Daytona and Sebring again in 1987, Brabham and Forbes-Robinson gave the Electramotive team its first victory in Round 2 at Miami. EFR started second in Round 4 at Road Atlanta and



ABOVE: In 1990 Nissan sent three teams to Le Mans: NISMO from Japan, Nissan Motorsports Europe (NME), and NPTI with five R90CKs. NISMO's No. 24 took the pole with a motor that was said to be delivering more than 1,500 horsepower and could cause wheel spin in fifth gear. Four of the first five qualifiers were Nissans. (Kas Kastner)

LEFT: New teammate Chip Robinson, with Arie Luyendyk and Michael Roe, joined Brabham for the start of the 1989 season at Daytona. Brabham qualified on the pole but in the race the motor failed in the early morning. (Hal Crocker)

RIGHT: To ensure they won the manufacturer's title in 1989, NPTI entered a second GTP ZX-T for Chip Robinson at Heartland Park in Topeka, Kan. Brabham and Robinson finished first and second. (Hal Crocker)

In July 1989 Brabham and Robinson teamed to earn the victory at Road America over two Jaguars that had out-qualified them. (Hal Crocker)

second again in Round 5 at Riverside but was a DNF in both races. David Hobbs was in the car for Round 6 at Laguna Seca and finished fifth after starting sixth. Skipping Round 7 at Lime Rock, Brabham and EFR were back in the car for Round 8 at Mid-Ohio, where they posted another DNF after Brabham had won the pole position. Skipping Round 9 at West Palm Beach, EFR and Hurley Haywood suffered another DNF in Round 10 at Watkins Glen. Brabham was again on the pole for Round 11 at Portland and, with EFR, led 83 laps before the engine quit. EFR was third-fastest qualifier for Round 12 at Sears Point but, with John Morton, posted another DNF. EFR took the pole for Round 13 at Road America and, with Morton, led the early laps of the rain-soaked race before settling for 16th after being slowed by ignition problems. Round 14 at San Antonio was another DNF for EFR, but the reason this time was a solo crash on lap 46. Brabham took another pole position for Round 15 at Columbus but completed only two laps before the transmission failed. Brabham and EFR ended their trying season at the Del Mar finale with a sixth-place finish behind five Porsche 962s. The 1987 season point totals showed EFR 17th, Brabham 27th, and Nissan fifth.

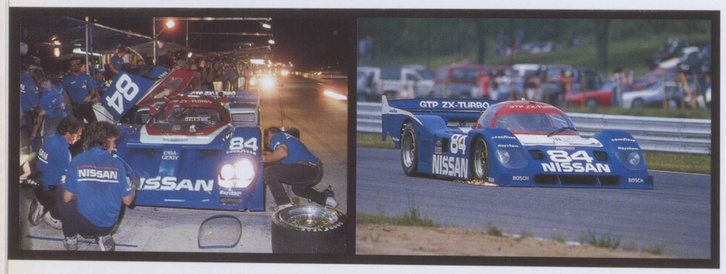
The question of safety plagued the team throughout 1987. "The biggest problem we had was getting the tires to last," says Forbes-Robinson. "We were running Bridgestones, and they were blowing up on us all the time. Every time we drove, we drove to save the tires; it wasn't driving all-out."

Two important changes came at the end of the 1987 season. Brabham agreed to drive full-time, and Goodyear replaced Bridgestone. Bridgestone backed out when Devendorf proposed a contract clause making it liable for all chassis rebuilds that resulted from tire failure.

To prepare for 1988, designer Trevor Harris was brought in to design a new car. Harris had experience in race car design with Don Nichols and his Shadows and Count van der Straten and his VDS cars, and it was Harris who had earlier recommended Brabham as a driver to Devendorf. Visually identical to the Lola, the Jim Chapman–built chassis was 100 percent stiffer.

In 1988, IMSA-mandated restrictors increased lap times at the initial Riverside test by 1.5 seconds. With the change of tires to Goodyears, the car was one second faster than before the changes. They didn't know that Devendorf had completed his checklist and that Nissan was ready. "They [Jaguar's Tom Walkinshaw Racing] had underestimated our performance," says Devendorf. "We had copies of their PR announcing that they were coming over as world champions to wipe the slate clean."

The 1988 season looked like more of the same. Skipping Daytona, Nissan began the season at Miami, where Brabham took the pole with the new ZX-T but finished eighth after co-driver Morton was forced to make an extra pit stop to replenish brake fluid. After skipping Sebring, the team pulled off a stunning victory in Round 4 at Road Atlanta. Qualifying the team's backup car on the pole when the primary car was disabled in testing, Brabham elected to start the repaired but unqualified No. 3 from the back of the GTP pack. Jaguar's John Nielsen took an early lead, while Brabham carved his way through traffic like a Cobra through a field of MGBs,



OPPOSITE: Standing on the track at Laguna Seca designer Trevor Harris proudly displays his new tub for the Nissan NPT-90. (Trevor Harris collection)
LEFT: Two Nissans had been entered for Sebring in 1989. In the race, No. 84, driven by Luyendyk, lasted only fourteen laps. Luyendyk then co-drove No. 83 with Brabham and Robinson and won by two laps over the Cobb/Nielsen Jaguar. No. 84 is shown during night practice. (Hal Crocker)
RIGHT: For 1990 Trevor Harris designed an entirely new car, the NPT-90, built around a front-mounted radiator. The lower tab on the rear wing is to support the tail assembly when stored vertically. Chip Robinson (shown here) won the Lime Rock race and Brabham was third. (Hal Crocker)

taking the lead on lap 25. After losing time in two of their three pit stops, Brabham returned to the fight 33 seconds behind Nielsen with 33 laps remaining. In 25 laps, Brabham caught the Jaguar again to take the win by 3.75 seconds. The implications were far greater. For the next seven races, no matter the length of the race or the type of track, Brabham and the Nissan came home the winner. And none too soon.

"From the first race in '88, there were no plans to run the whole series," says Harris. "When we began winning, we were virtually forced to run several races we originally had not planned to run. The effort was very close to being shut down. Because it succeeded in '88, it kept going. Had we had an abysmal first few races in '88, there's a good chance the whole program might have been shut down."

By the end of the season, Brabham was GTP champion, but Nissan, with nine wins, lost the manufacturer's title by one point to Porsche, which had only three wins. Porsche made up the deficit because there were many Porsches competing in GTP but only one Nissan.

Before the start of the 1989 season, Chip Robinson, the 1987 GTP champion, came over from the disbanded Holbert team to drive a second ZX-T. Both cars were entered in what became the "Fogbank [as opposed to title-sponsored Sunbank] 24 Hours of Daytona," but neither finished. Paired in No. 83, Brabham and Robinson won at Miami and Sebring. Miami was no surprise, but the Sebring win proved the car's newfound reliability. Winning Round 4 at Road Atlanta made it three straight, and the rest of the season was a Nissan benefit, with Brabham and Robinson battling for the driver's championship. Robinson was leading going into the season finale at Del Mar, but Brabham finished second and Robinson was a DNF. Title No. 2 went to Brabham by 11 points over Robinson. The manufacturer's race was no contest. Nissan's 10 victories in the 15 races easily outscored Jaguar's three and Porsche's two.

Success breeds its own set of problems. Electramotive was still racing year to year, virtually hand to mouth. "I insisted that we were going to get a five-year contract or we were going to have to talk about selling the team," says Devendorf. "We were prepared to put the whole activity up for sale. The first offer was rejected, so we said, 'We're going to give you right of first refusal.' And that was presented to Japan, and Japan said, 'We'll take it.' "

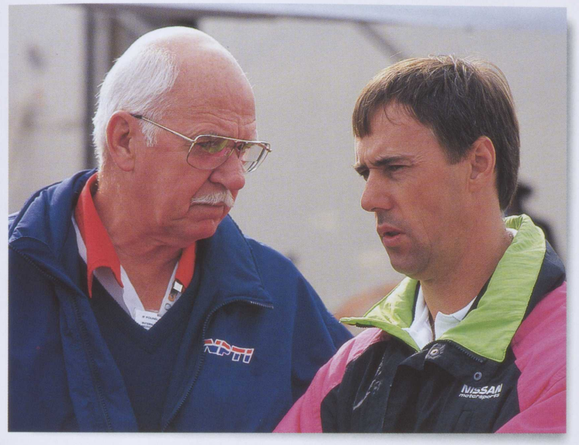
Electramotive became Nissan Performance Technology Incorporated (NPTI), a wholly owned subsidiary of Nissan USA. Kastner was executive vice president of operations, and Devendorf was senior vice president of research & development. Overtures to John Knepp for Electramotive Inc. were turned down. In the fall of 1989, NPTI was moved to Vista, Calif. The new facility had a complete engine shop, a composite shop, a wind tunnel, and on-site engineering and fabrication. The confidence level at NPTI was at a peak.

"We knew we were winners," says Kastner. "We were afraid of nobody."

Neither ZX-T was able to complete the 24 Hours of Daytona that began the 1990 season. But it was back to

ABOVE: The 1991 season-title chase became close when Brabham crashed in the penultimate race at Road America. Robinson finished second in that event and took the points lead. The final race at Del Mar followed nearly two months later, which allowed Brabham time to recover. He placed third in that race, while Robinson was eighth. Brabham won his fourth driver's title by five points. (Hal Crocker)
LEFT: One day a state-of-the-art racer, the next just another used car for sale. This unexpected sighting occurred at Sebring in 1996. (J. A. Martin)

LEFT: "The Prussian" Kas Kastner confers with lead driver Geoff Brabham. (Hal Crocker)
RIGHT: The reward for winning: the IMSA GTP Manufacturer's championship trophy. (J. A. Martin)



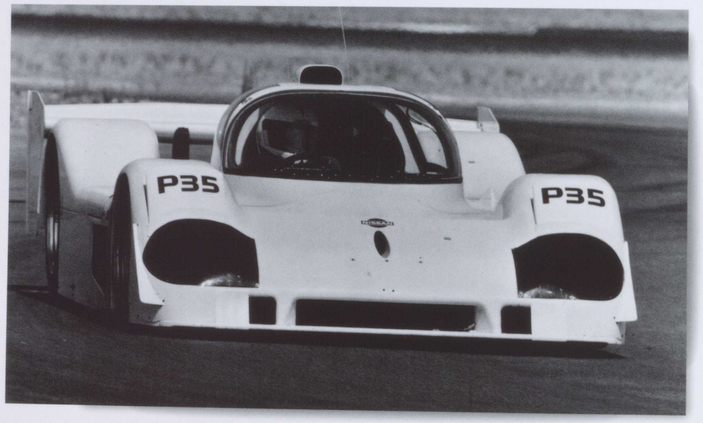
business at Miami, with Brabham and Robinson sharing the winning car. Derek Daly and Bob Earl won at Sebring in No. 83, with Brabham and Robinson second in No. 84. After that, Brabham and Daly posted wins at Road Atlanta and West Palm Beach before introducing the new NPT-90 with a win at Mid-Ohio. Designed by Harris and built by Jim Chapman, the new car had a nose-mounted radiator and an engine cooling duct in the roof. Brabham scored enough points in the remaining seven races, including another win at Road America, to win his third GTP driver's title. Robinson placed second to Brabham for the second year in a row, and Nissan won its second manufacturer's title.

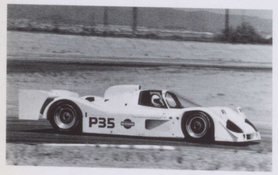
NPTI, which had grown to a staff of more than 250, began 1991 with a pair of Group C R90C Le Mans cars for Daytona, allowed by IMSA in view of the reduced entry caused by the Gulf War. Arie Luyendyk's "rabbit" car was withdrawn early in the race, while Brabham, Earl, Robinson, and Daly finished second. Sebring was a Nissan benefit with another 1-2 finish. The four-valve V-6 NPT-91, an update of the NPT-90, made its debut at Road Atlanta. Robinson earned a second place, then took the next two at Topeka and Lime Rock. Nissan was not seen in victory lane again in 1991, but its dependability gained enough points for a third manufacturer's title.

Brabham's fourth driver's title in a row was not as decisive as his previous championships. Robinson took the points lead with a second-place finish in Round 5 at Road America after Brabham crashed in practice and missed the race. Robinson maintained the lead until the final race of the season, Round 14 at Del Mar, where Brabham finished third to Robinson's seventh.

Nissan won Daytona in 1992 with an all-Japanese team in a NISMO R91CP that was ineligible for GTP points. Neither NPTI entry finished. A new GTP was needed, but none was forthcoming. Harris concentrated on reducing the weight of the NTP-91, which had gained more than 200 pounds. The weight was pared, but that only brought the team back to where it had been. "We went into that season feeling we had to beat Jaguar to win the championship," says Harris. "Toyota was a non-issue. As it turned out, Toyota built a superior car to ours." Jaguar unveiled the XJR-14 at Miami, but a heat-induced miscue by driver Davy Jones opened the door for Brabham. It was the first and only NPTI win of the season and the last of the series.

OPPOSITE: The 1992 Miami race marked the debut of the controversial No. 2 Jaguar XJR-14. Despite its presence, Brabham was in the winner's circle again with Robinson and Bob Earl third. It was the last GTP win for Nissan. (Hal Crocker)
BELOW: The planned next step for Nissan was the normally aspirated 3.5-liter P35. Although tested, the car was never developed because NPTI closed. (Nissan)





Round 4 at Road Atlanta in 1992 was between Jones and Toyota's Juan Fangio II. One Nissan was written off in a practice accident and another during the race. The rest of the season was an attempt to catch up, Brabham doing well enough in an obsolete car to finish the season third in driver's points, with Nissan second in manufacturer's points behind Toyota.

There were plans for a new GTP car. Devendorf and Suzuka designed a body that in the wind tunnel showed enormous increases in downforce. The improvements were put into a Group C body, but the car was not finished.

Tokyo sent a requirement for an all-new chassis to work with the 3.5-liter Tokyo-designed V-12 motor. The result was the P35. NPTI built two identical tubs, one of aluminum honeycomb and one of composite. A car of similar design was built in Tokyo. NPTI was told to use the Tokyo motor. "That car had the Nissan V-12 in it, which was never properly developed," says Harris. "That was a Japanese motor, and we were not allowed to put it on our dyno."

The Nissan corporate world was being affected by the economy. With sluggish 1992 auto sales, Nissan recorded its first net loss in four decades. On April 12, 1993, Tom Mignanelli resigned under pressure. NPTI lost its protector.

With the beginning of the 1993 season, plans were made to run in the 24 Hours of Daytona, but the downfall of NPTI was close at hand, and the team withdrew.

Nissan Motorsports Europe was dragging down NPTI. "NME was given a ton of money and no restraints from the factory," says Kastner. "The guy who was running Nissan for Europe at the time was the one who closed NME, and he came to the USA. He was an absolute, 100 percent enemy of motorsports, unfortunately, and still is."

Nissan was looking at ways to cut costs, and NPTI's $25 million was an easy target. NPTI eliminated 150 of its staff in the fall of 1992. In January 1993, the remainder were released. NPTI was dissolved. Kastner sold off whatever assets he could, then turned out the lights.

The only Nissan in GTP competition for 1993 was the NPTI 90-03 sponsored and driven by Gianpiero Moretti, who was assisted by Derek Bell and John Paul Jr. The high point was second at Sebring. Phoenix was the last race for the Momo Nissan.

"The engine was at least 15 years ahead of its time. They [the auto industry] didn't know how to respond. They never got the message. They'd just look at it. They saw it as a threat, and they took it personally."

MATTY HOLTZBERGER

POLIMOTOR: PLASTIC POWER

No car adhered more to the Prototype philosophy of being a test bed for new ideas than the Polimotor Lola T-616. ¶The origin of a plastic gasoline-fueled internal combustion engine may have sprung from a 1970s magazine article. French chemical giant Rhome-Poulene was unveiling a new thermo-set resin called Kerimid that maintained integrity at more than 600 degrees Fahrenheit.

Matty Holtzberger saw the potential for using Kerimid for pistons in an automobile engine, where ignition temperatures are between 500 degrees and 550 degrees Fahrenheit. He first made a piston and installed it in a friend's motor. It survived well enough to encourage Holtzberger to continue his investigation of replacing metal with plastics in internal combustion engines.

"It became apparent to me that it would be very much easier to show technical success if you redesigned the entire package and took advantage of weight reduction and resulting load reduction," says Holtzberger. "I had so many parts for the 2.3-liter Pinto engine that I decided to make a block and head and put all those parts into it."

The motor weighed 160 pounds. At the 1980 Society of Automotive Engineers (SAE) show, the motor elicited more curiosity than interest.

Holtzberger next built a dual overhead cam version, which he thought might be of interest to chemical companies, including Rhome-Poulene, but had no success. He hadn't set out to build a race motor, but the idea seemed promising. "Racing was a proven path to showcase technology," says Holtzberger, "so that's what I decided to do. I shopped it around and almost had a deal with the Toleman F2 team. A month before we were to deliver the first engine, the rules were changed, which brought that whole program to an end."

Then the Camel Lights series came on the scene. "Without telling my wife, I went out and took a second mortgage on our house and bought a Lola T-616. We pretty much sent it to the first race on our own. But that's when some marketing people from Amoco came to the race and clearly saw what I was doing and decided to help me."

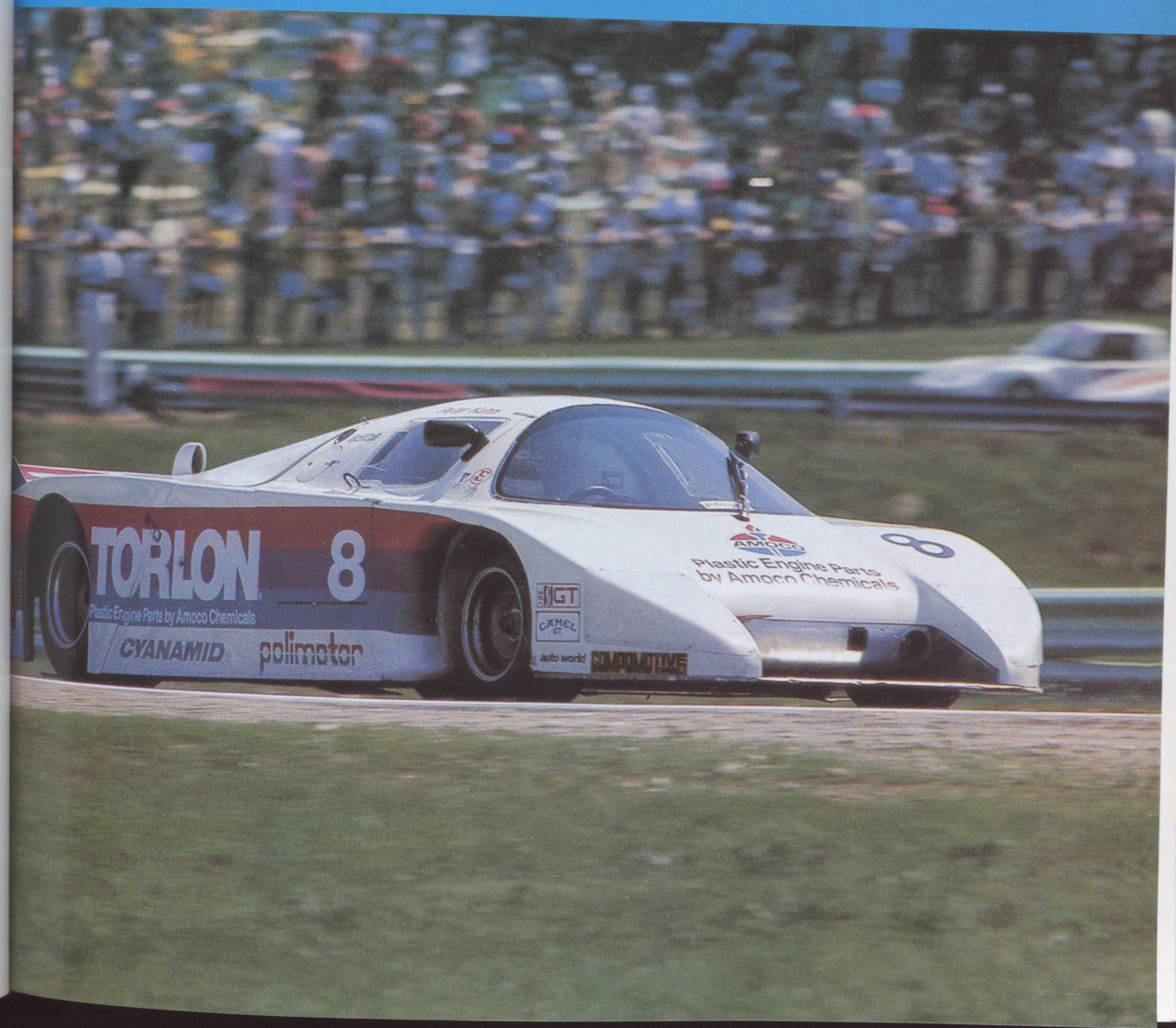
"He was out there pushing the envelope in a direction I'm not certain everyone wanted to follow," says Bob Roemer of Amoco Chemicals, "but he was certainly laying it out for everyone as a way to go in lightweight motors."

Within Amoco, Holtzberger found a champion in president Bob Cadieaux, a car and marketing nut who saw the motor as an exciting way to promote Amoco's plastic, Torlon, and to achieve a "halo" effect for Amoco

OPPOSITE: Amoco produced this brochure to promote the Torlon plastics technology and its involvement in racing. (J. A. Martin collection) **ABOVE:** The Amoco-sponsored Polimotor Lola T-616 at Riverside 1985. Tim Coconis went 22 laps before a wheel came off and ended his race. Despite the unique engine construction and materials, there was never an engine failure in the Polimotor program. (Cliff Morgan)

There are lots of racing cars in the world. But this one is special.

It has a plastic engine.



OPPOSITE: Driver Peter Kuhn with Polimotor inventor/developer Matty Holtzberg. (Amoco Chemicals Corp.)
RIGHT: The extremes of GTP performance were on display at Road Atlanta in 1985. The plastic-motor Polimotor Lola is passed by the fire-breathing turbo Buick March. (Hal Crocker)

Chemical as a company that was on the leading edge of application technology.

The hardest sell was the concept of a plastic motor. The words *plastic* and *motor* seem mutually exclusive, and there were too many industries invested in producing metal parts.

Amoco engineers worked with Holtzberger on making parts by injection molding and machining them from blocks of Torlon. The material allowed high tolerance with both methods.

"We received a lot of support from IMSA because IMSA saw this as something they could promote and bring notoriety to the Camel series as well," says Roemer. "There was a genuine wish for us to succeed." With the help of IMSA, he found a crew.

The Lola T-616 was chosen because of Jim Busby's success with it. The plan was to introduce the car at Lime Rock, but the first appearance was at Watkins Glen July 8, 1984. Peter Kuhn qualified the car last and did not make the first lap. At Road America, the car ran seven laps. Returning to Watkins Glen in September, Kuhn and the car finished. That was the goal for Polimotor: to show the ability to handle racing, not to win races.

For 1985, the car lasted only 29 laps at Road Atlanta and 22 laps at Riverside. "The ironic thing was that we had all kinds of failures," says Roemer. "We had gearbox problems. We had a hub fail. We had a wheel come off at Riverside. We were even knocked off the track at Lime Rock. We had a fuel pump fail once, but we never had any plastic parts of the engine fail."

Racers wanted to win, and Polimotor didn't look like a winner. This in turn led to negative stories from the racing media, which considered any non-winner a failure.

The Polimotor Lola was retired after a 17th-place finish at Road America. "I think we should have done another season of Camel Lights," says Holtzberger. "But I was burned out, and we had accomplished what I wanted to accomplish, and that was to be relatively competitive."

"From a PR standpoint, you couldn't ask for a better vehicle to promote a particular product like a plastic resin," says Roemer. "The bottom line was visibility, and we did that in spades. I never had a problem getting on the local media to talk about this project. The ads we ran really moved the needle on recognition of high-performance plastics. At the time, it was the most read ad we'd ever run, and this is a $4 billion company."

After two seasons of GTP, Amoco had serious discussions with several IndyCar teams, but a change of corporate strategy stopped the program.

Holtzberger turned his attention to developing a commercial process for producing plastic parts, including ways to cast the material. Although his innovations could be adapted by the traditional suppliers of automotive parts, the prospect of a production-built plastic engine is still on hold as the 21st Century begins.

CHAPTER 32

"For 1983, the Mazda Competition department noted that you could do very well in the long races with the reliability of the rotary, so they wanted someone to build a prototype and run for overall at Daytona and Sebring. So they gave me a choice. I could build a GTO car and race it in IMSA, or I could build a prototype. So I took the prototype."

JIM DOWNING

ARGO/ROYALE AND KUDZU: IDENTITY CRISIS

If a car can have an identity crisis, then the Argo JM16/Royale must have been a candidate for therapy. Depending on whom you believe, the Argo was a car designed and built in England by Anglia Cars Ltd., or it was a Royale subcontracted to Anglia Cars. ¶The two protagonists in the story are Hugh Kleinpeter, an American, and Jo Marquardt, a Swiss transplanted to England. The confusion between Royale and Argo cars began in 1982, when Kleinpeter became a Royale dealer. The following year, Royale designer Bob Marston approached Kleinpeter about marketing a C2-style car for America. One of the first people Royale talked to was IMSA veteran Jim Downing, who was 1981 RS champion in a Mazda RX-3. Downing encouraged them to build it because a small GTP car fit in with Mazda plans.

But Royale owner Alan Cornock said that he was not in a position to manufacture the design, so Kleinpeter asked Anglia Cars to build it. Anglia Cars Ltd., jointly owned by Nick Jordan and Argo designer Marquardt, agreed to the arrangement.

"He [Cornock] had no objection to my having the car built by others with the Royale badge," says Kleinpeter. "It was all understood that these were Royale cars and that he [Marquardt] was a subcontractor to do the building of the thing."

But Marquardt convinced Kleinpeter to badge the cars as Argos. "I sold these cars as Royales, so I had a lot of explaining to do as to why these cars were being built at Argo if they were Royales," says Kleinpeter.

The chassis was aviation aluminum honeycomb with molded-in hard points. Chrome-moly was used for the one-and-five-eights inch tube frame, and all switches were made to U.S. military specifications.

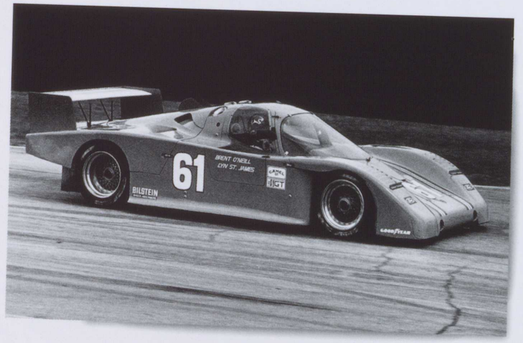
Downing first raced a Mazda-powered Argo JM16 at the 1984 Daytona 24 Hours, finishing ninth, with John Maffucci and Whitney Ganz as co-drivers. Two factory-backed Cosworth DFV models were prepared for John and Michael Andretti and for Lyn St. James. Downing's original car was sold to Don Marsh, who used it to win the Daytona 24 Hours in 1985.

In 1984, a conflict developed between Kleinpeter and Marquardt over materials used in the car. Having bought the bankrupt Royale Ltd., Kleinpeter contracted JQF Engineering Ltd. to build the design called the Royale RP40. The first of these, a Buick-Royale, was entered at Miami in 1985 by Charles Morgan and Bill Alsup. They finished 11th, five laps ahead of the Downing/Maffucci Mazda-Argo, which was the Camel Lights winner because the Royale had to run as a GTP. After the machine was certified as a Lights car at Laguna Seca, Alsup took the Buick-Royale to a class win and an eighth overall finish. Jim Rothbarth introduced the Mazda Royale at the Daytona finale but failed to finish. The top seven Lights drivers in 1985 drove Argo/Royales, and Downing was the first Lights champion.

During the next two years, the distinction between

OPPOSITE: The 1991 Kudzu DG-2 was an all-new car. The full-size model, shown with Downing's team, was tested in the Lockheed wind tunnel. Downing himself is at the far left. (Jim Downing collection)

LEFT: Lyn St. James raced with co-driver Brent O'Neill at Road Atlanta. Their JM-16 was powered by a Ford-Cosworth V-8. The potency of the Cosworth engine meant that the "Lights" car was classified with the GTPs. (Hal Crocker)
RIGHT: Bill Alsup finished eighth in this Buick-powered JM-16 at Laguna Seca in 1985. He is about to be lapped by race-winner Al Holbert. (Hal Crocker)



an Argo JM16 and a Royale RP40 was blurred when Kleinpeter offered a bonus to any driver who listed his car as a Royale regardless of where it had been built.

By mid-1986, Downing's Argo was the new JM19, the result of legal actions rather than design considerations. A strain had developed between Marquardt and Kleinpeter. Marquardt had replaced the chrome-moly with aluminum. "I took the project out of his house," says Kleinpeter. "So he went around to all these folks and said that the car was obsolete. 'I've got this great new car, the JM19.' People who drove both models said the JM16 was a much better car. The JM19 tended to overheat, and the drivers couldn't see out of it. It looked nice, though. I fought with Jo and had to take him to court to get my tooling out of his place and a written acknowledgment that the design and ownership of the car was ours." Per the court, no part of the JM19 was from the JM16.

"They [Marquardt] thought they could build a better car," says Downing, "but he designed this battleship. Aerodynamically, it was a beautiful car. It was obvious when you realized what he did; he designed a Group C car. The little Mazda engine, you look in the engine bay, you couldn't find the motor. We literally changed every body panel on it except the windshield and downsized it roughly seven-eighths. Then subsequently we just gave up and built the first Kudzu, our own smaller car."

Downing repeated as Lights champion in 1986 with four wins, all in Mazda-Argos. Mazda-Royale drivers Rothbarth and Mike Meyers took second and third in points.

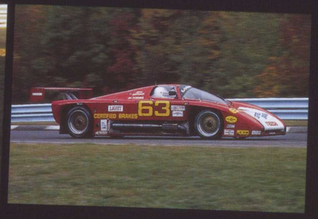
"We called them Argos, for that's what they were and what the serial plate reflected," says Downing. "Hugh had some made out of Jo's shop, so he could call them Royales if he wanted to. It all seemed so silly to me. Hugh liked to hide [the fact] that Royale was bankrupt and sorta liked to call himself the dealer of Royale worldwide."

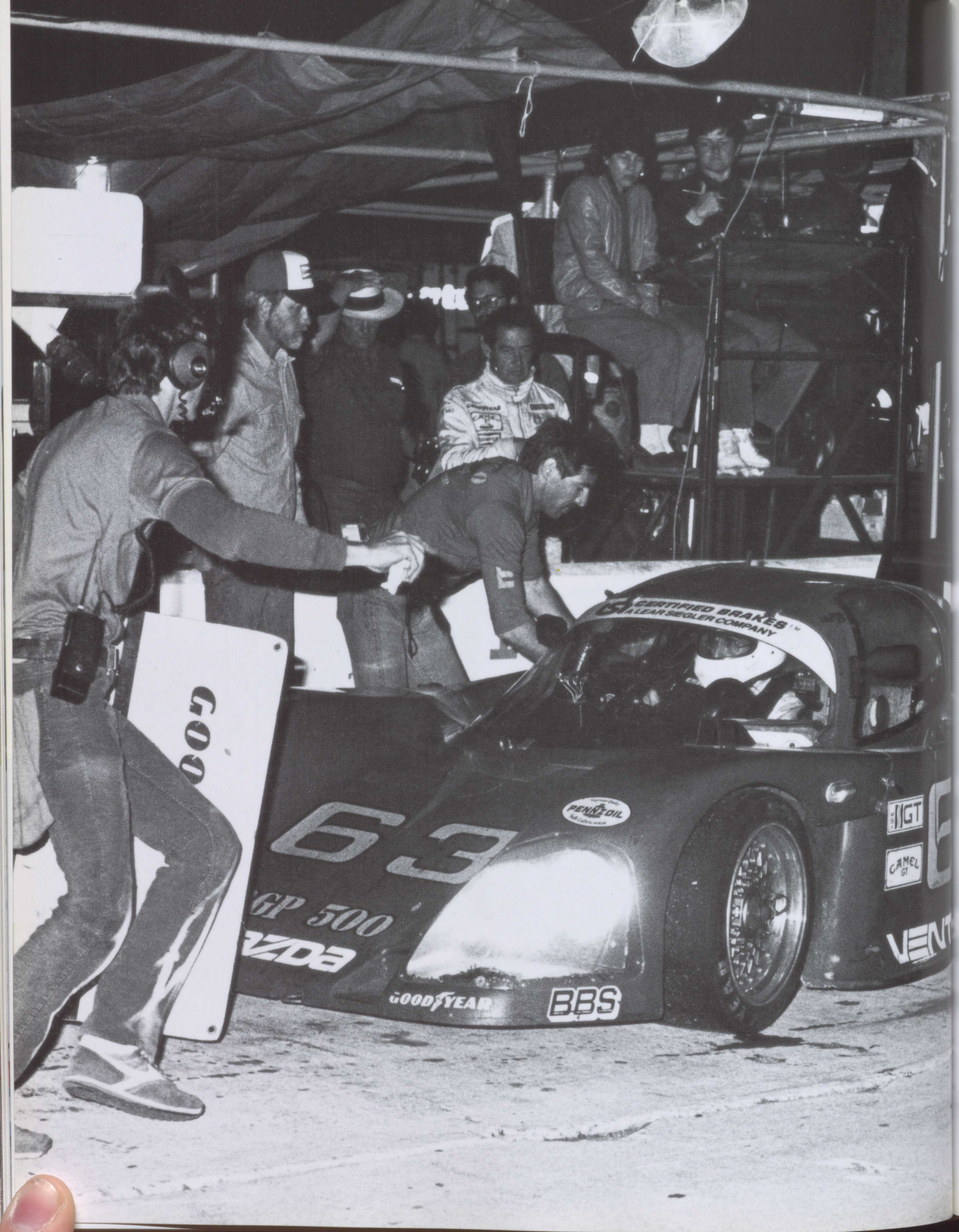
Downing won only one race—Portland—with the Mazda-Argo in 1987, but he took his third Lights title because of his consistency. There were no wins in 1988, but Downing still finished second in points. By either name, the car was obsolete.

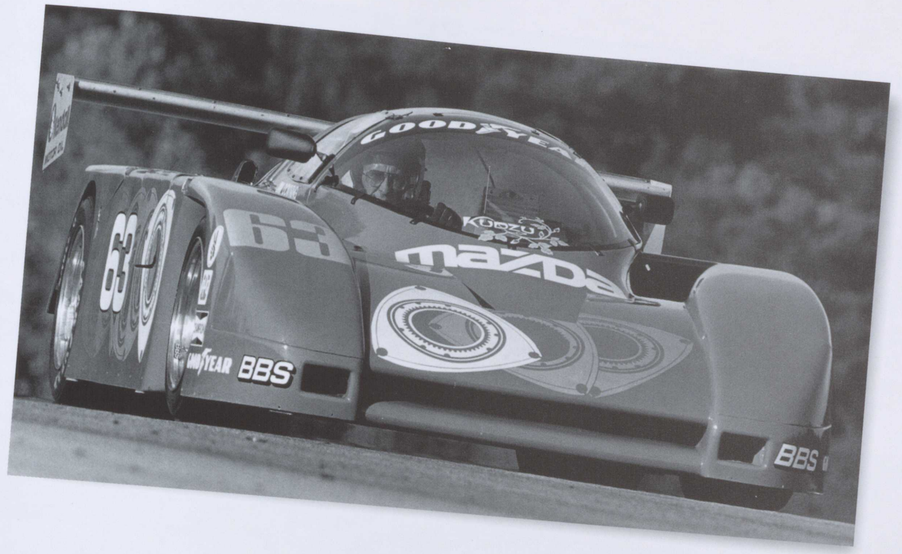
Downing's new Kudzu, named for a Japanese plant that overruns everything in its path, was designed by Sam Garrett with the Argo JM19 as a baseline. The Kudzu was exclusively a Lights car, allowing Garrett to remove weight and increase downforce.

Design work on the Kudzu DG-1 (Downing-Garrett) began in November 1988, with rollout in late spring. Testing at Road Atlanta showed improvements over the Argo chassis, and the car made its race debut at San Antonio

ABOVE: After the split between Hugh Kleinpeter and Jo Marquardt, Kleinpeter took the JM-16 design and built it under the Royale label. This is the company's sales brochure from December 1985. (Hugh Kleinpeter)
LEFT: Jim Downing, driving a Mazda JM-16 with a modified nose, leads his original JM-16, driven by Don and Kelly Marsh. (Jim Downing collection)
RIGHT: Downing and John Maffucci finished second in the Lights class at Watkins Glen in 1986 with the JM-19. Downing had modified the tail and added an exterior exhaust muffler to reduce the decibels of the Mazda rotary engine to conform to IMSA's noise regulations. (Hal Crocker)







on September 3, 1989, with Downing and David Loring taking third in class.

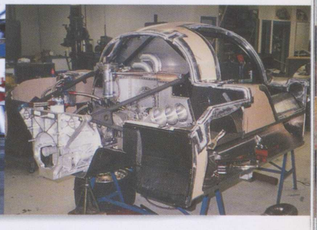
To comply with IMSA noise standards of 108 decibels, the Mazda-Argo required an exhaust pipe that ran forward along the outside. The Kudzu located the exhaust through a torpedo-shaped muffler between the rear tires. Downing's Argo was red; the Kudzu was green.

Changes were taking place at Mazda. Dick St. Yves replaced Damon Barnett as competition director. "Mazda spread their money around," says Downing. "They did a good job. They didn't give any of us a big budget, but we all had enough to survive and to do reasonably well in our particular arenas." St. Yves centralized the Mazda racing program.

Rule changes allowed piston engines to be increased in capacity for several seasons, something the rotary Mazda could not do, and the results showed. As an acknowledgment, the DG-2 was designed around the Buick V-6. Numerous Buick-powered Kudzus raced on a regular basis in 1991. Jim Pace, driving for Essex Racing, won twice, finishing third in season's points.

Andy Evans, Fermin Velez, Lon Bender, and Dominic Dobson began the 1992 season with a second in class (sixth overall) at Daytona in the Scandia Buick-Kudzu DG-2. Downing was third in class (24th overall) with Howard Katz, John Grooms, and Frank Jellinek in Jellinek's Erie Scientific Mazda-Kudzu DG-1, even though it was withdrawn early because of cooling problems. Downing won at Sebring and placed fifth overall paired with Katz and Tim McAdam. After

OPPOSITE: Downing makes a pit stop at the 1985 Sebring 12-Hour race. He and co-driver John Maffucci finished fifth overall in their Mazda Argo and first in Lights. (Hal Crocker)
ABOVE: Downing recognized that the JM-19 was too large, so he created the Mazda-powered Kudzu DG-1, which was smaller but virtually identical to the JM-19. Downing tested the car at Road Atlanta in the spring of 1989. The graphics were designed by Downing's brother. (Hal Crocker)
BOTTOM LEFT: Jim Downing and David Loring gave the Kudzu DG-1 its race debut at San Antonio in September 1989. They placed third in class and ninth overall. (Hal Crocker)
BOTTOM RIGHT: When Downing designed the DG-2 he configured it to accept the Buick V-6, shown here, as well as the Mazda. Recent displacement rules had made the Buick piston engine more competitive than the Mazda rotary engine. (Jim Downing)



LEFT: Shown on the banking at the Atlanta Motor Speedway in 1993 , Downing and Tim McAdam finished second in the Light class in their Buick-Kudzu. (Ed Clayton)
CENTER: In 1993 Downing joined the Erie Scientific team of Frank Jellinek, John Groom, and Tim McAdam shown (in the car) to win the Lights class at the Daytona 24-Hour race. It was Downing's only Daytona win. (Hal Crocker)
RIGHT: Downing took an open Mazda DG-3 to Le Mans in 1996 and finished first. A World Sports Car version carried Wayne Taylor to the 1994 IMSA World Sports Car driver's title. (Jim Downing)

that, Downing ran a limited schedule for the rest of the year while designing the Kudzu DG-2. The most consistent Kudzu competitor in 1992 was Andy Evans's Scandia team, which finished first and second in class in two consecutive races, Round 6 at Mid-Ohio and Round 7 at New Orleans.

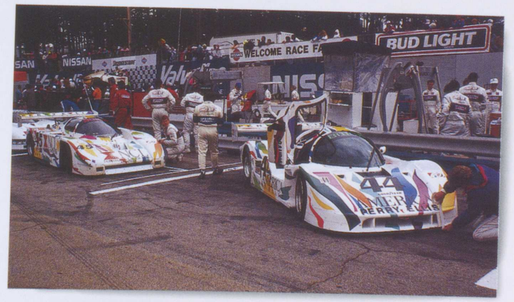
With Jellinek, Grooms, and McAdam, Downing won his class in the 1993 Daytona 24 Hours and finished seventh overall in Jellinek's old Erie Scientific Mazda-Kudzu DG-1, a victory that had eluded him for 30 years. To Jellinek, it was a thrill to return the favors Downing had previously granted. After that, Downing and McAdam drove the Bel-Ray Oil Buick-Kudzu DG-2 to second (eighth overall) in Round 2 at Miami, third (13th overall) in Round 3 at Sebring (with Katz), and second (seventh overall) in Round 4 at Atlanta Motor Speedway to lead the Lights class in points. McAdam had an accident for a DNF at Lime Rock (no points), but he and Downing came back to finish second (fifth overall) in Round 6 at Mid-Ohio.

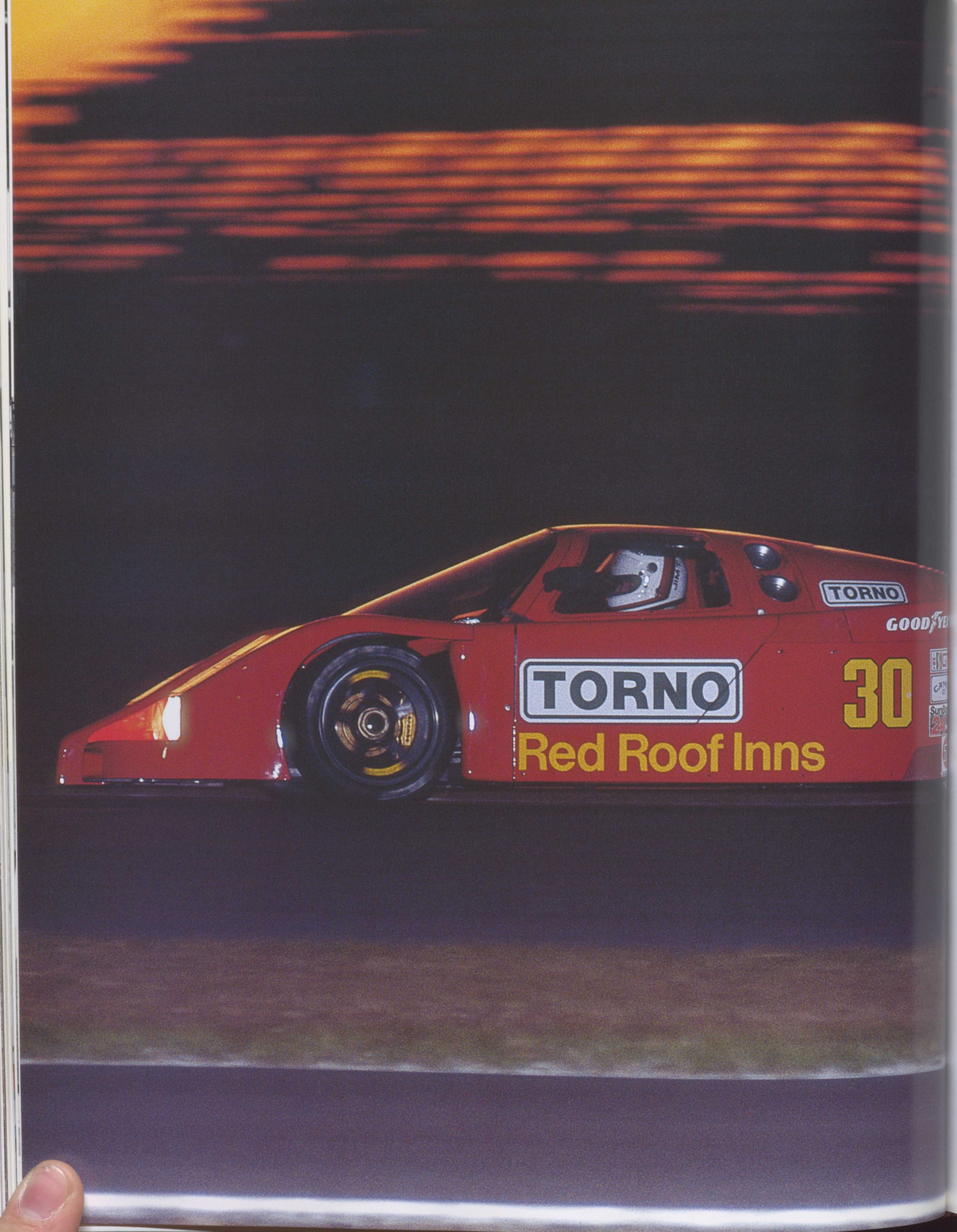
Round 7 at Watkins Glen was another disappointment, as the pair suffered electronic problems to finish out of the money (31st overall).

The debut of the new three-rotor Mazda-Kudzu DG-3 in Round 8 at Road America was marred by motor problems that dealt Downing and McAdam a fourth in class, 16th overall. They suffered still more teething problems in Round 9 at Laguna Seca and had to settle for fourth in class, 11th overall, falling further behind the Comptech Acura team, whose win at this race clinched the Lights manufacturer's championship. The mechanical woes persisted in Round 10 at Portland, resulting in a sixth in class, 13th overall, but the car finished second and sixth overall in the season finale at Laguna Seca, the last race of the season and the GTP era.

Kleinpeter stayed on as President of Royale, though the company had no Royale RP40 replacement. Marquardt died of a heart attack in 1994. "He was a very discontented man," says Kleinpeter.

ABOVE: Tim McAdam, Howard Katz, and Jim Downing won the Lights class at Sebring, 1992, by a margin of six laps over the second-place Scandia DG-2. (Hal Crocker)
RIGHT: The most successful customer for the Buick-powered DG-2 was the Scandia team, shown here at Road Atlanta in 1992. It had four wins. (J. A. Martin)





"It drove great, very stiff, a nice car. I didn't mind it at all. It just didn't have enough power. It was too much car for the motor."

JACK BALDWIN

ALBA: ITALIAN MIDDLEWEIGHT

Former Osella team engineer Giorgio Stirano founded Alba Engineering in 1983 at Moncalieri, Italy, and was both president and designer. The Alba (which means *dawn* in Italian) was the first carbon fiber composite GTP racing car, with construction outsourced to Italian aerospace specialty companies. ¶The Group C2 car was an immediate success, winning the class title in 1983 and 1984. Versions AR-2, AR-3, and AR-4 were variously powered by Cosworth, GM V-6, Mazda, and Ferrari engines.

The first IMSA Alba, powered by a 3.5-liter Cosworth Ford, ran as a GTP in 1984, the year before the Lights series was initiated. Entered by Gianpiero Moretti, for some reason the car was called a Ford-Momo because of or in spite of the fact that team owner-driver Moretti and his partner, Alistair McNeill, were the Alba importers. When it made its debut at Miami on February 26, 1984, the red-and-yellow No. 30 finished 16th, completing only 96 laps. Moretti continued to campaign the Alba as a GTP in 1984, paired with Fulvio Ballabio (three times) and Dennis Aase (twice) in the endurance events, but his best finish was a solo fourth at Lime Rock May 28.

Now calling it a Ford-Alba, Moretti entered the car as a GTP in the 1985 Daytona 24 Hours because its 3.5-liter Ford Cosworth made it ineligible to compete in the Lights class. He finished 22nd (500 laps completed) with co-drivers Massimo Sigala and Jim Trueman. After a DNF at Miami (85 laps, again with Sigala), Moretti skipped Sebring, then entered the car as a Momo AR-3 in Round 4 at Road Atlanta, where he fared no better, completing only 30 laps for a DNF. Moretti's last race with the car was Round 5 at Riverside, another DNF.

The car then appeared as the No. 75 Lights entry (with Mazda power) in Round 7 at Charlotte Motor Speedway, where Ira Young and Jeff Kline finished fifth in class, 12th overall. Two weeks later, Kline was fourth in class, 12th overall (in a 14-car field) at Lime Rock, and two weeks after that, he scored a class win, seventh overall, with Jack Baldwin at Mid-Ohio. Kline was 12th in Round 8 at Lime Rock and scored another class win (seventh overall, again with Baldwin) in Round 9 at Mid-Ohio. Kline did well enough after that with the same car to wind up fourth in points for the season in the Lights division.

According to Aase, "The car was too light. It was used to the smooth European circuits. Finally the whole floor delaminated, and we lost a big piece of it."

For Momo team manager McNeill, the problem was basic. "It was a real shoestring program. Nobody invested the right kind of money into the program. It was priced

OPPOSITE: At the start of the 1984 season racer and Alba importer Gianpiero Moretti listed his car as a Ford-Momo. With its 3.5-liter Ford-Cosworth engine, the car was classified as a GTP. In 1985 Moretti, Jim Trueman (shown in the car), and Massimo Sigala started the car 18th at Daytona but withdrew after 505 laps. (Hal Crocker) **ABOVE:** Five races into the 1985 season Moretti sold the car, now called an AR-3, to Malibu Racing. They replaced the 3.5-liter Cosworth with a Mazda engine and successfully raced the car in the Lights class. With the new engine came a new model designation on IMSA entry sheets: the Alba AR-2. (Jim Stanton)

OPPOSITE: Jeff Kline and Jack Baldwin won the Lights class at Mid-Ohio in 1985 in the Peerless Mazda-powered Alba. This was the same car Moretti had raced as a Ford-powered GTP earlier that season. (Hal Crocker)
LEFT: When Alba importers Moretti and Alistair McNeill unveiled their Alba (then called a Ford-Momo) at Miami in 1984 it qualified third, just ahead of the Jaguar that would go on to win the race. During the event drivers Moretti and Oscar Larrauri weren't as fortunate and dropped out with 22 laps remaining. (Hal Crocker)
RIGHT: In 1988 the CARMA team modified the Alba with side radiators and new body work with improved aerodynamics. With the Ferrari V-8 for power, the team had two wins, including this victory at West Palm Beach. In addition to the two wins, the team added three second-place finishes in the eight races it ran. (Hal Crocker)

reasonably— perhaps too cheap, as there was no room for support—so nobody had any parts. They built a car, and it was almost like, 'We did it. We built a race car!' Then 'We raced it!' Then 'We sold one!' It was like each step was a success rather than saying, 'Let's plan on building 10 of these; here's our development budget,' and go on. It wasn't done that way; it was done in reverse. I tried to produce a race-winning team when I should have concentrated on trying to build a race car."

A problem for Alba teams was that all parts had to be ordered directly from Italy and stockpiled for the season. Breaking any part unexpectedly would result in having to sit out a race, making the drivers less aggressive.

There was a second Ford-Alba running in 1985 as a GTP because it was too heavy to be classified as a Lights car. This was the No. 05, driven by Ludwig Heimrath Jr., with Jim Trueman as his occasional co-driver. This pair achieved the best overall finish for any Alba in IMSA competition, finishing fourth at the inaugural Columbus 500 on October 6, 1985.

In 1986, the Gaston Andrey Ferrari-engined Alba Lights won its class at West Palm Beach (seventh overall with Ruggero Melgrati and Carlo Facetti) and Road America (fifth overall with Melgrati and Martino Finotto). There were no Alba wins in 1987. Martino and Melgratti won at Miami and Road Atlanta with the Ferrari AR-6 in 1988, though it was not a factory model. Facetti and Finotto prepared the new car from an Alba tub but with side-mounted radiators that necessitated nose and tail extensions. Wind-tunnel tests led to other improvements.

Oldsmobile-backed Whitehall Rocketsports raced an AR-5 as a test bed for a Quad Four-powered car in 1989, but the program was never completed.

"One thing I'd say about the Alba was that it was a very strong car," says Roger Andrey. "So if you had any kind of a shunt, you had a fantastic car around you. The advantage in a long-distance race was that the car was very durable, very strong."

"I want to go after the championship. You run it all, tell me how much it will cost."

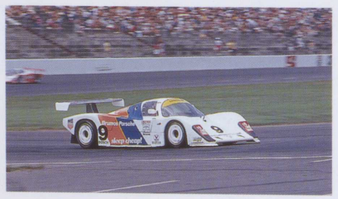
TOM HESSERT TO MICHAEL GUE

TIGA: THE CAR THAT FINALLY BEAT JIM DOWNING

After a brief fling with NASCAR racing in 1985, Tom Hessert, nephew of Dr. Ed Hessert, an SCCA and NASCAR racer in the '50s, and owner of Cherry Hill Classic Cars, switched to road racing. He bought a 1986 Tiga, hired David Loring as co-driver and racing instructor, and teamed up with Michael Gue's Essex Racing.

Ex–Formula One drivers **Tim** Schenken and Howden **Ganley** formed **Tiga,** located in High Wycombe, Buckinghamshire, England, in 1975. Most of their early designs were built to compete in Sports 2000, an international class of open-cockpit sports-racing cars.

The first GT constructed by Tiga was the GC83, built around a Chevrolet V-8 and based on the Sports 2000 car, with an aluminum monocoque chassis. Gordon Spice and Ray Bellm won the C2 title in World Sports Car competition with the Tiga GC84/250 in 1985.



The GT285 was the first model designed for export to compete in IMSA's Camel Lights series. Four were sold in 1985 through Michael Gue and Essex Racing. The first victory came at Lime Rock May 27, 1985, with Peter and Michael Greenfield placing seventh overall in their Mazda-Tiga. Scott Schubot and Dennis Vitolo scored another Tiga win at Pocono September 8, 1985, with Vitolo's Mazda-Tiga placing ninth overall.

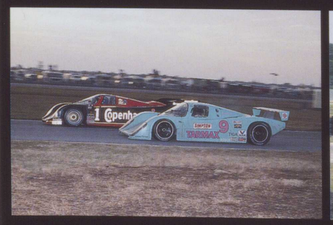
There were four Lights wins by Tigas in 1986: Mid-Ohio June 8 (Mike Brockman and Steve Durst /Mazda-Tiga), Watkins Glen July 6 (Charles Morgan and Logan Blackburn/Buick-Tiga), Columbus October 5 (Brockman and Durst again), and Daytona October 26 (Howard Katz and Steve Phillips/Chevy-Tiga). The Katz-Phillips car was a Tiga GT287, a model co-developed with AMF Racing to accommodate the Chevy V-6.

Brumos Porsche built a Porsche-powered Tiga for Deborah Gregg. Entered by Rinzler Motoracing, No. 9 debuted at Laguna Seca May 4, 1986. Gregg and Jeff Kline finished sixth in class, 11th overall in a race that had eight Lights cars finishing sixth through 13th, two other Tigas among them.

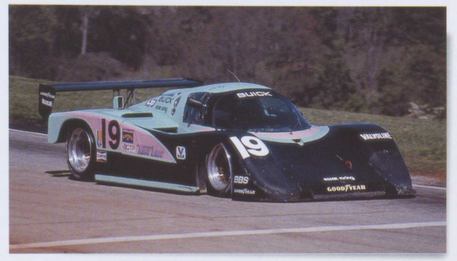
Porsche quietly tried to make the Porsche-Tiga competitive but without success. "Holbert got together with us," says Jim Bailie of Brumos Porsche, "and we went to Road Atlanta and we did some serious, serious testing. Holbert did the driving himself. At the end of those four

OPPOSITE: Tom Hessert gets some serious air in his Buick-Tiga while cresting the uphill turn at Lime Rock in 1988. Hessert finished third in the race and went on to win four races and the Lights driver's title that year. (Tom Hessert collection) **ABOVE:** In 1986 Brumos Porsche built a Tiga that was powered by a modified Porsche 911 engine. The plan was to have Deborah Gregg compete for the Lights championship. Al Holbert tested the car and helped with its development, but in the end all involved decided the car could not be made ultimately competitive. At Charlotte, Gregg, Colin Trueman, and Jeff Kline finished fourth in Lights. (Hal Crocker)

ABOVE: Each driver hefts his reward for winning an IMSA driver's championship in 1988: from left, Hessert (GT Lights), Geoff Brabham (GTP), Tommy Kendall (GTU), and Scott Pruett (GTO). (Tom Hessert collection)
LEFT: Tom Hessert, with David Loring and David Simpson, began the 1988 season with Chevrolet power and took the Lights-class win at Daytona. Here they are lapped by the sixth-place finishing Porsche 962 of A. J. Foyt and Al Unser Jr. (Hal Crocker)
RIGHT: Charles Morgan and Logan Blackburn finished seventh in class in the Buick V-6-powered Tiga at Sebring in 1985. (Ed Clayton)



LEFT: Howard Siegel and Ron Nelson entered a Mazda-powered Tiga GT285 at Riverside in 1985. They withdrew after 98 laps. (Cliff Morgan)
RIGHT: Michael Dow and Jeff Purner co-drove the second Essex Racing Buick Tiga GT288 at Road Atlanta in 1989. They started sixteenth and finished eleventh. (Ed Clayton)
BELOW: Tiga cars remained in the series with Jeff Lapcevich and Neil Jamieson. The pair drove a Buick-powered GT287 at Phoenix in 1993 in the last race and finished fourth in class. (Tim Rempe)



days, he sat down with Bob Snodgrass and Deborah Gregg and others who were involved with this deal, and they all agreed that we weren't going anywhere. The potential just wasn't there with the rules the way they were. What it would require to make it go would dilute the GTP effort."

The Pontiac Fiero Lights GTP made its debut in 1986. It's ironic that the Pontiac contract was awarded to Spice—despite a serious bid by Tiga—because the first Spice was, in reality, a modified Tiga.

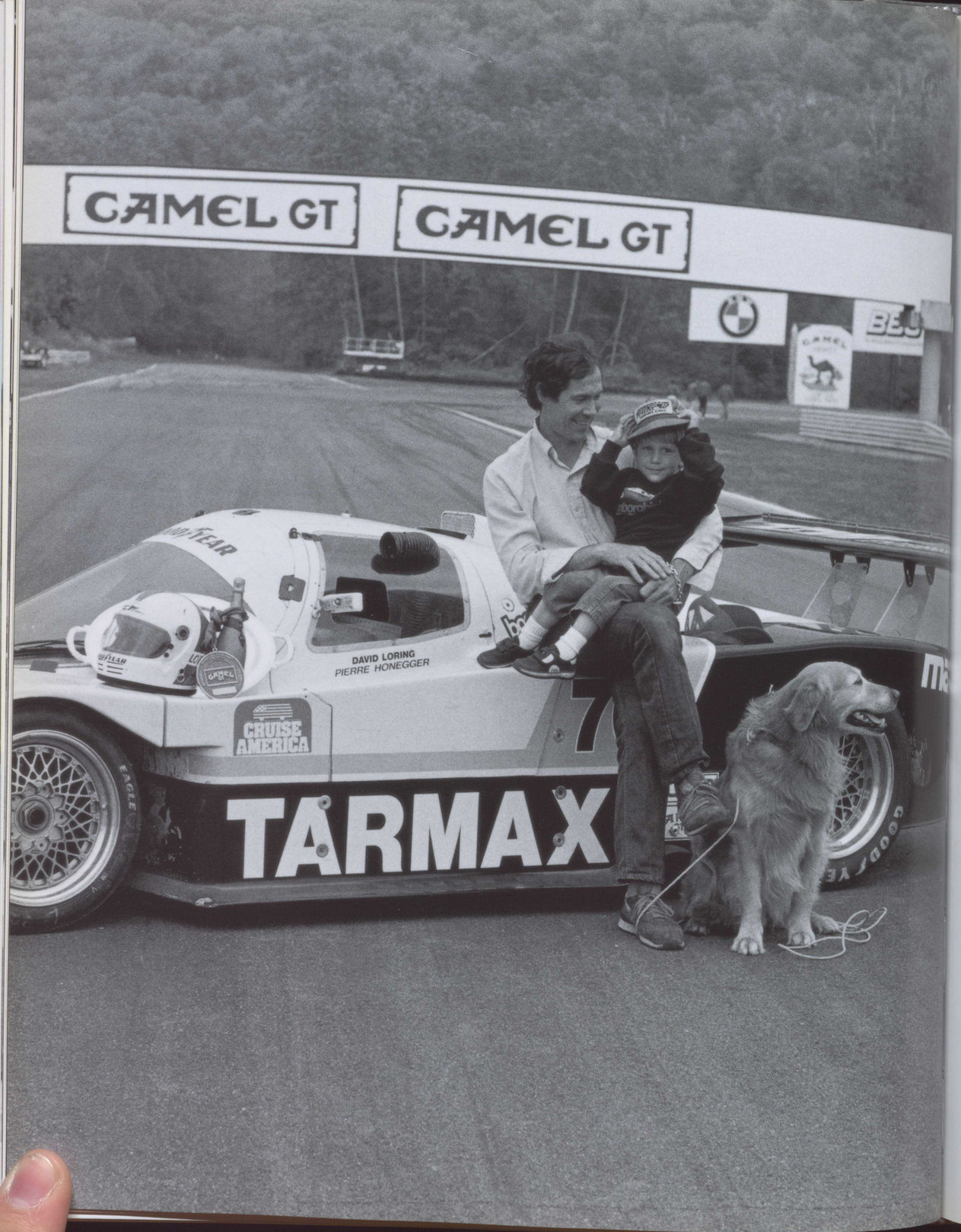
The best Tiga finish in 1987 was a second in class, eighth overall, at Sears Point August 2 by Katz in the Chevy-powered AMF car. Several Tiga teams tried various motor packages without much success. Costas Los ran a Ford-Tiga in the Florida races, Bieri Racing used a Ferrari, and Thomas Lopez tried Mazda and Chevy power. Schubot and Tom Hessert both ran Mazda-Tigas.

Tiga's big year was 1988, with Tom Hessert winning the Lights championship in Essex Racing's Buick-Tiga, ending Jim Downing's Mazda-Argo reign. The year had started with Hessert, Loring, and David Simpson winning their class at Daytona by two laps to finish 12th overall in a Chevrolet Tiga GT288. Chevrolet was not interested in supporting the Lights division, so Essex switched to Buick power and won three more races at Sebring, West Palm Beach, and Columbus.

"The season really clicked," says Hessert. "We all really clicked well, and, luckily, Essex was running two cars [the second car for Loring's Buick-Tiga], so if one car broke, I'd hop in the other car."

The 1989 season started as a repeat of 1988, with Essex again winning Daytona in a Buick-Tiga. But beginning with Miami, the Buick-powered Essex car was a Spice. The team ran both chassis for much of the 1989 season, with Hessert eventually spending most of his time in the Spice.

Ganley and Schenken left Tiga, which, lacking capital, was unable to develop a new car. There were few Tiga entries into the '90s. A lone Buick-Tiga entered by Canadians Jeff Lapcevich and Neil Jamieson finished fourth in class and 11th overall at Phoenix October 2, 1993, the last IMSA GTP race.



CHAPTER 35

"It was a classy car; it was a fun car to drive. It was easy to maintain, and it was a strong car because it had uprights and brakes designed for twice the horsepower, for 24 hours."

DAVID LORING

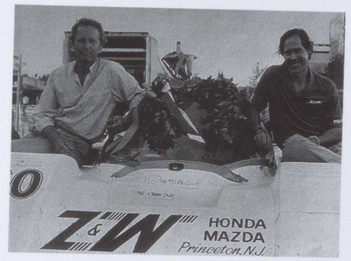
DENALI: TRUE BELIEVER

Even though it was an Italian-built car that took its name from an Alaskan mountain, the Denali seemed to like Lime Rock Park. In two consecutive years, 1986 and 1987, designer David Loring drove it there to easy wins. Away from the Connecticut track, the best result was a third. ¶Patron-driver Pierre Honneger is a Swiss immigrant, a true believer in the rotary motor and former owner (now retired) of Z & W Mazda/Honda in Princeton, N.J. At Le Mans in 1980, the RX-7 entered by Z & W became the first Mazda to finish the 24-hour race, an accomplishment that did not endear him to the Mazda factory engineers, who had failed to achieve the same result in several previous attempts.

In 1981, Honneger hired NASCAR specialists Holman-Moody to build a Mazda-powered car, originally to be a GTU. With the advent of the Prototype class, Honneger ordered the design changed to mid-engine. Designed by Tim Abbott, the car cost $70,000 with delivery set for January 17, 1982. Holman-Moody built the car around a honeycomb fiberglass tub from a Chevron, with uprights and other suspension components from a Lola T-333 and a Lola T-600.

Mazda engineers were aghast when Honneger arrived at Daytona for the 24 Hours in 1983 with his so-called Mazda GTP, which featured prominent Mazda graphics. The Mazda men feared embarrassment if the car failed to perform, but after it finished eighth, driven by Honneger, Walt Bohren, and David Palmer, they had more cause for envy than shame. After Daytona, Honneger entered the car for Bohren at Miami and Lime Rock (it was a DNF in both) and shared the driving with Bohren at Pocono (another DNF) and the Daytona finale with David Loring (still another DNF).

The pairing with Loring was a forecast of things to come. Loring had early experience in race car design with Ray Caldwell, then raced Formula Fords in Canada and Europe while aspiring to Formula One. The British racing press had recognized Loring as a promising driver, but, lacking financial support, he was forced to return home. Although he won the SCCA National Formula Ford title in 1978, Loring felt burned out by 1980.

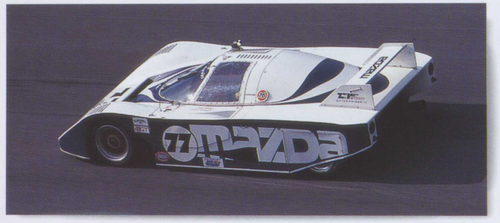


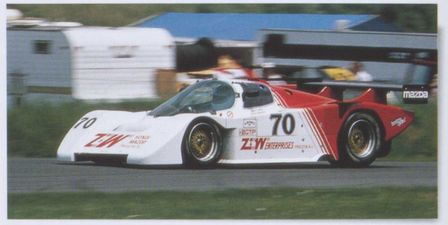
"I was 30, and didn't have any money. It was pretty obvious that I wasn't going to drive F1, and I really didn't care about driving cars. So I went up to Alaska for three years."

In 1984, Loring teamed up with Honneger. "I was hired to take some weight off the car," says Loring. "I made a new body for it. It was incredibly safe, but with the Mazda motor having no torque, the car was pretty uncompetitive. Then Pierre got the idea to build a [brand new] car around the Mazda motor, and that's what the Denali was, a tiny little lightweight nimble car."

OPPOSITE: Loring celebrates his second Lime Rock Lights-class win with his son, Evan, in 1987. (Hal Crocker) **ABOVE:** The trio of Honneger, Denali, and Loring. (Pierre Honneger collection)

OPPOSITE: David Loring repeated his 1986 class win at Lime Rock in 1987. By now the car was called a Denali. (Hal Crocker)
LEFT: Despite being overweight and underpowered, Pierre Honneger's Mazda GTP finished eighth overall in its debut at Daytona 1983 with co-drivers Walt Bohren and David Palmer. (Hal Crocker)
RIGHT: Loring at speed in the Denali. (Randy McKee)





Honneger and Loring continued to campaign the Mazda GTP in 1984 until the new car was ready. Their best finish in five races was a ninth at Lime Rock. Honneger then sold the GTP to Frank Jellinek, who renamed it the Badger.

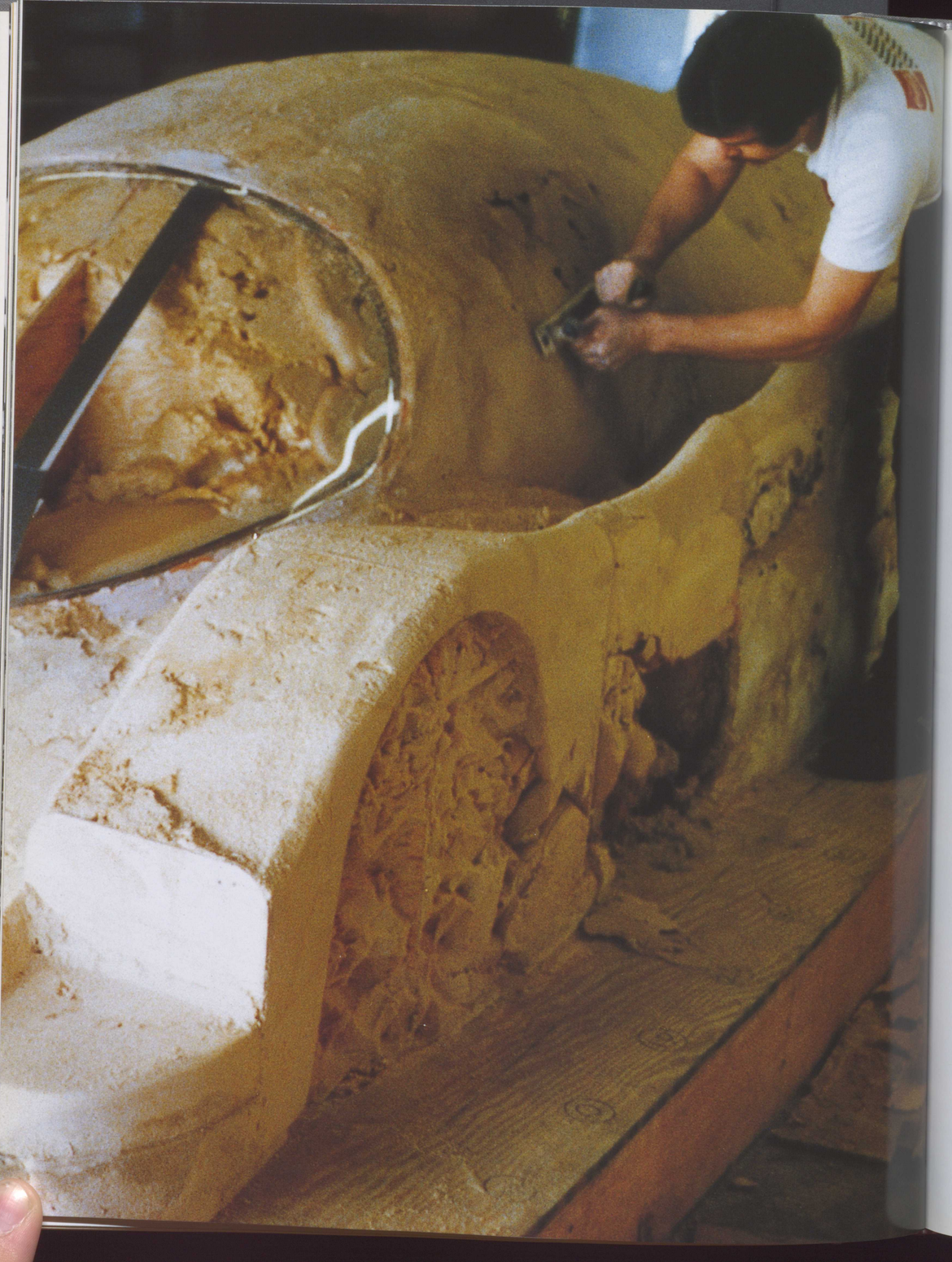
Loring first raced the new car at Watkins Glen July 7, 1985, posting the fastest time in the new Lights class. But a minimum nose height rule disallowed his qualifying time and forced him to start last. By mid-race, Loring had a 40-second lead, but then the oil pump failed on lap 27. Co-driving with Honneger at Pocono September 8, Loring finished second in class, 10th overall.

During the off-season, John Ward and Tony Cicale assisted on development of the car. They made it lighter and cleaned up the body. After the changes, Loring told Honneger that the car needed a name. Pierre asked Loring to make the choice, and he chose Denali, recalling his years in Alaska.

The new Denali made its 1986 debut at Lime Rock May 26. Loring took off at the start like he was in a class by himself. After making an unscheduled pit stop to replace a broken windshield, Loring retook the lead to win easily. The best result for the rest of the season was a third at Road America August 24 with Honneger co-driving.

With multiple wins, Honneger's team picked up some Mazda support. "Jimmy [Jim Downing] would always help," says Loring, "but we were running different powerplants. We had a carbureted motor, and we were on the trailing edge of their development. We had nothing to offer Mazda. In the final year, Damon Barnett, the performance manager for Mazda, gave us an injection system, saying, 'You know, you guys are doing great. Why don't you put this on next winter?' But that was the winter Pierre decided to pull out."

Ward and Cicale returned that winter to develop a new front underwing and tunnels, but Honneger sold the car to a Kansas City team, which converted it to an Oldsmobile-powered WSC car. Loring later drove it at Daytona but declared it "a terrible car."



CHAPTER 36

"It didn't end up as complete as I thought it would. It needed an effort like a factory to get the engine development. We really didn't have the money to develop it further."

DAVE KLYM

PORSCHE-FABCAR: WHY DIDN'T THE FACTORY THINK OF THAT?

For all its racing success, none of Porsche's achievements in the IMSA Camel Lights series can be attributed to factory involvement. But Dave Klym, who established Fabcar in the Atlanta suburb of Tucker, Georgia, made a very serious effort to atone for Porsche's inaction. Many March teams were early Klym customers, including the John Paul team and Red Lobster, for which Klym installed a Porsche motor. Fabcar was also the East Coast repair center for Porsche 962s. A joke inside IMSA was that the second most important race was to see which team got to Klym's shop first after a race to get the its tubs fixed.

Klym's Porsche-Fabcar was essentially a smaller version of a Porsche 962 that he had designed for Camel Lights. The windshield was from a 962, as were the brakes and transmission. The sheet-aluminum design was based on the 962. The three-liter normally aspirated flat-six RSR Carerra motor was built by Andial and maintained by chief mechanic Ray Thacker.

Porsche showed no interest in the car. "The factory didn't have the intent or funding to develop a Camel Lights car," says Porsche's Tom Seabolt.

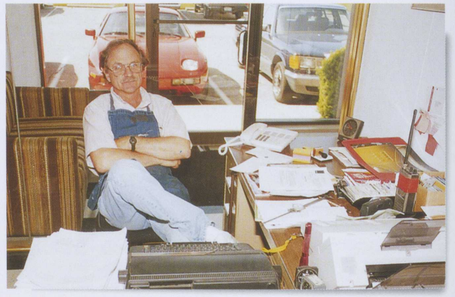
Jack Webster, Fabcar's team manager, agrees. "It was envisioned that Porsche would get involved in helping to sell those cars to a number of independent teams, but it didn't happen. Porsche was getting diverted into IndyCars and just lost interest."

After testing, including sessions by Al Holbert, Porsche's U.S. racing representative, the car was ready for Round 6 at Road Atlanta April 14, 1985. Elliott Forbes-Robinson was hired to drive the car. Only one part failed in the race—the gear shift lever. After a quick replacement, the Porsche-Fabcar went on to a class win, 18th overall.

After three more races with EFR (Riverside April 28, Laguna Seca May 5, and Mid-Ohio June 9), chassis 01 was bought by John Higgins, a cartoonist (the syndicated "Graffiti" strip) from Xenia, Ohio. Higgins was acting on behalf of MMG (Motorsports Marketing Group), a group of Porsche racers from Dayton, Ohio. Their effort to field a Porsche-powered Lights car caught Holbert's attention, and Holbert Racing began to provide some assistance. "At Mid-Ohio, they called us into their truck and asked us if we'd be their team and give us this, give us that," says Higgins. "But I know we weren't Al's first pick. He'd come down in the pits, and we'd be drinking beer at four p.m. It wasn't exactly what they had in mind. Being a Porsche team

OPPOSITE: A Fabcar worker hones the shape of the clay model that will be used to create the final body mold for Fabcar's Light-class racer. (Dave Klym) **ABOVE:** To pay tribute to their partner, Chip Mead, the Lights team reunited for Mid-Ohio in 1992. Mead had been killed in an aircraft accident. The team finished fourth in class. (John Higgins)

OPPOSITE: Awaiting its body panels, the Porsche-powered Fabcar 001 is carefully constructed in the Georgia shop. (Dave Klym)
LEFT: John Higgins, Howard Cherry, and Charles Monk (left to right) share the victory stand after winning the Lights class at Sebring in 1987. With less than an hour to go, Monk had an easy lead, but the team could not communicate that because of an oily windshield and a non-working radio. When a Spice tried to pass him, Monk thought he was being challenged for the lead and attacked. The crew turned pale at the prospect of a last-second disaster, but Monk kept control and won by four laps. (John Higgins)
RIGHT: Fabcar builder and 962 rebuilder Dave Klym in his office. (Dave Klym)



probably gave us a lot of credibility we didn't deserve."

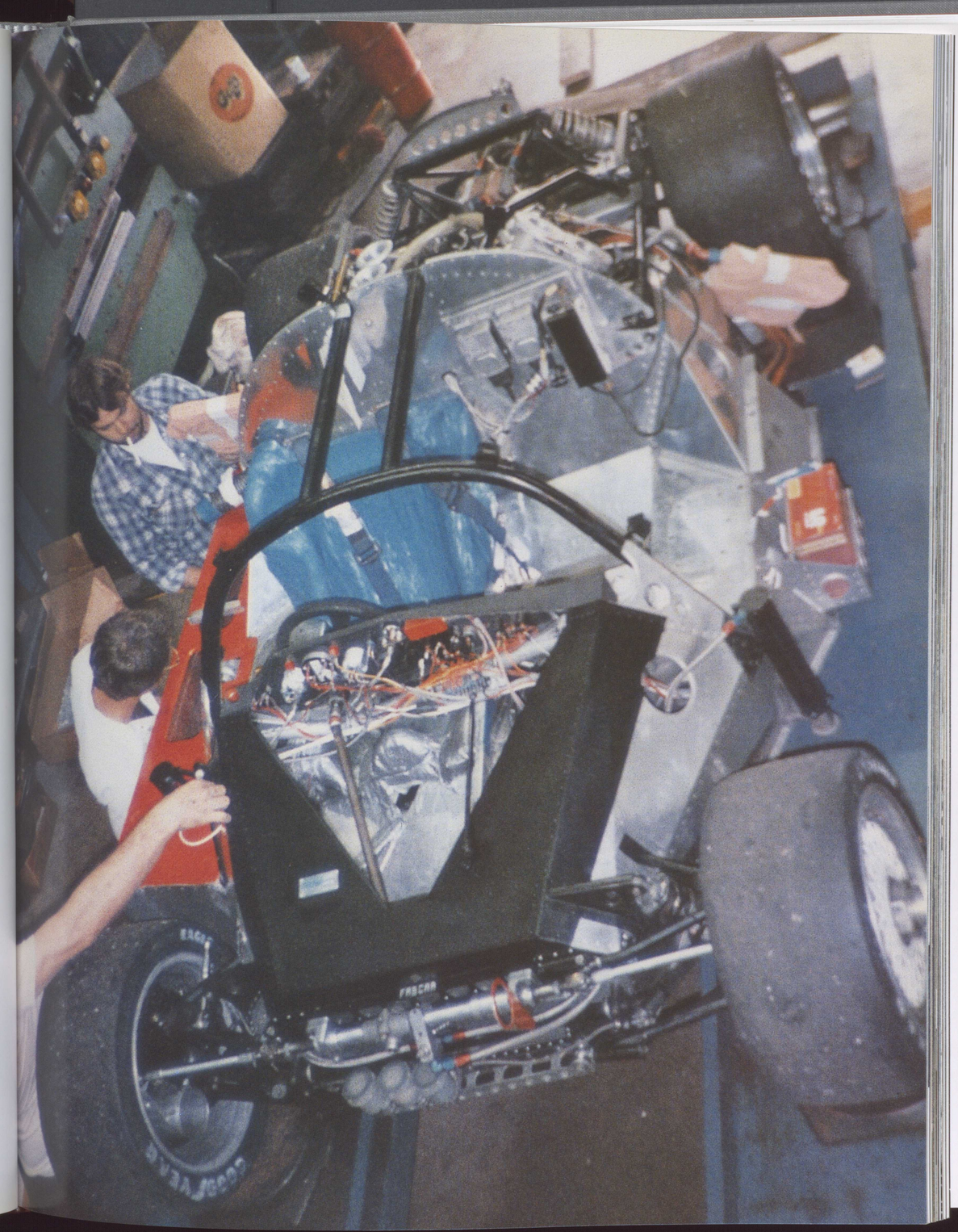
MMG became masters at creative financing. Fender decals were traded for hotel lodging. The motor came from a wrecked 911. "The team was being sustained on prize money, with the drivers kicking in the rest," says Webster. "That's why you had races the length they were, so you could have two drivers [two input checks] per race." Later actors Perry King and Lorenzo Lamas came in as drivers. They placed way back in 66th (80 laps) in the 1988 Daytona 24 Hours, but their celebrity status gained TV coverage.

Gannett Publishing heir Tim McAdam commissioned a second car, chassis No. 02, for Chip Mead. Grandson of the Mead Paper founder, Mead had been a prep school roommate of McAdam's. Klym was team manager, with Jim Handyside as crew chief. The two cars were separate teams, but they were so interdependent that they operated as one.

In preparation for the 1987 Daytona 24 Hours, one of the MMG crew members placed a rubber duck in the car's cool tank. After Higgins and Mead, with Howard Cherry and James King, finished second in class (12th overall), the duck was still floating in the melted water. Recognizing a good omen, the crew strapped the duck into the car for every race. However, the team's second car, driven by Scott Overbey and Tom Pumpelly, was out of the race on lap 42.

Mead and Charlie Monk were first in class (11th overall) in Round 2 at Miami, and three weeks later Higgins, Monk, and Cherry won Round 3 at Sebring (tenth overall) by more than four laps, with Mead, McAdam, and Overbey taking sixth in class in the team's second car. Paired with Cherry, Mead placed fourth in class and was ninth overall in Round 4 at Road Atlanta. Higgins and McAdam were 10th in class and 15th overall. Again with Cherry, Mead was seventh in class (13th overall) in Round 5 at Riverside. Higgins and McAdam finished one place back.

The two MMG cars continued to show their consistency in Round 6 at Laguna Seca, where Mead was fourth



Porsche's U.S. racing representative Al Holbert came to Road Atlanta in the spring of 1985 to evaluate the car. Dave Klym (wearing the white cap) awaits Holberts reactions. (Hal Crocker)

(12th overall), and Cherry was ninth (17th overall). The first mechanical failure was a DNF for Cherry in Round 7 at Lime Rock, with Mead and McAdam eighth (14th overall). The second was another DNF for Higgins in Round 8 at Mid-Ohio, where Mead was third (eighth overall).

Both cars were back to form in Round 9 at West Palm Beach, with Higgins and Cherry first (fifth overall) and Mead and McAdam seventh (12th overall). In Round 10 at Watkins Glen, Mead and McAdam were fifth (seventh overall), with Cherry and Higgins 10th (12th overall). In Portland for Round 11, both cars were running at the finish, placing sixth and eighth (15th and 17th overall). A win for Mead (12th overall) in Round 12 at Sears Point with Cherry fifth (11th overall) was followed by a fourth for Mead and McAdam and a fifth for Cherry and King (13th and 14th overall) in Round 13 at Road America. Still going strong, Higgins and McAdam were second (sixth overall) in Round 14 at San Antonio, with Cherry and Mead sixth (12th overall). Mead and McAdam were seventh (15th overall), and Cherry was a DNF in Round 15 at Columbus, and in the season finale at Del Mar, Cherry and McAdam were fifth (12th overall), while Mead and Higgins were ninth (16th overall).

The 1987 season standings for the Camel Lights series show Mead third in driver's points, three wins behind Jim Downing and Don Bell. Cherry was ninth, McAdam 13th, Higgins 14th, Monk 15th, and King 20th.

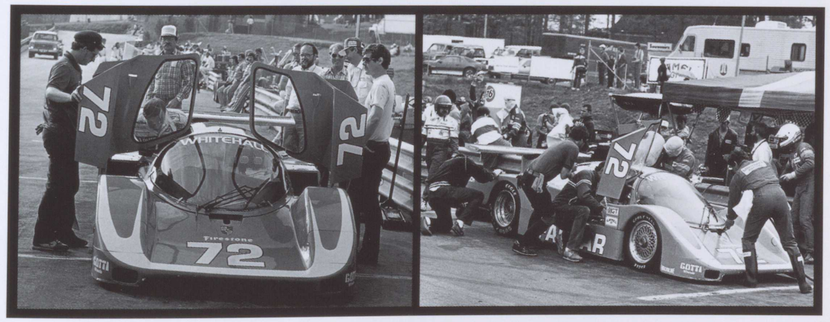
Sometime during 1987, Higgins and Downing formed the Camel Lights Drivers Association. "We got all the teams to put in some extra dollars, and we hired a publicist. We got him to go into the TV booth and, when they televised the race, to talk some about our races so we could get some word for our sponsors."

Revisions were made to the cars for 1988. Thacker developed the first Porsche engine with four spark plugs per cylinder. The fuel line was run through a radiator, the oil cooling lines ran through the heads, and the alternator was driven off the axle rather than the engine.

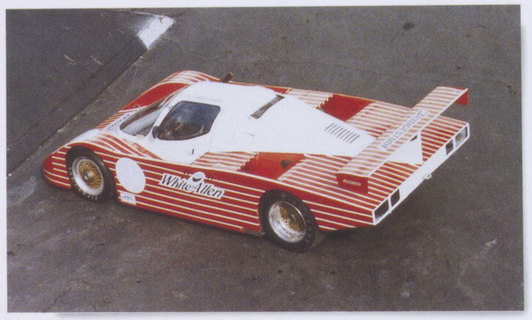
The fact that the drivers were the car owners was another reliability factor. If anyone broke a car, he would have to repair it or miss the next race!

Both cars entered half the 14 races on the 1988 Lights schedule, jointly entered by MMG and Lamas Motorsports. Their distant finishes (when they finished) were interrupted by Higgins's eighth place at San Antonio, and that may have been a fluke. Higgins had spun the car earlier at Mid-Ohio, smashing the tail section. A replacement would have cost $5,000, so the damaged area was cut off and the shortened tail was reinstalled, which made the car go faster!

LEFT: The Porsche Fabcar was originally raced under the Whitehall team name. From this overhead perspective its appearance is dominated by the 962 windshield. It is shown on the weekend of its debut at Road Atlanta in 1985. (John Higgins)
BELOW LEFT: Al Holbert steps into the Fabcar at Road Atlanta to begin his test session. (Hal Crocker)
BELOW RIGHT: Elliott Forbes-Robinson with co-driver Tom Winters took the Lights-class win at Road Atlanta in the first race for the Porsche Fabcar. (Hal Crocker)



LEFT: From an overhead three-quarters perspective, the Fabcar's 962 design heritage is readily apparent in its radiator and tail design. (John Higgins)
RIGHT: Fabcar No. 42 leads No. 43 through the hairpin located just past the Ohio state prison on the street course of the 1987 Columbus 500. During the race Tim McAdam co-drove both cars. No. 43, with Howard Cherry teaming with McAdam, went out after eight laps while No. 42, with Chip Mead joining McAdam, finished seventh in class. (Hal Crocker)



For 1988, Tim McAdam was ready for a Fabcar GTP. Klym looked to Junior Johnson for a Chevrolet motor. "Someone suggested I call him, and I did," says Klym. "I told him who I was and what I was doing. He said, 'Yeah, we can help you.' We tested it at Charlotte, and it was pretty quick right out of the box." The car was visually similar to the Lights car, but with a 5.8-liter iron-block Chevrolet, it weighed more.

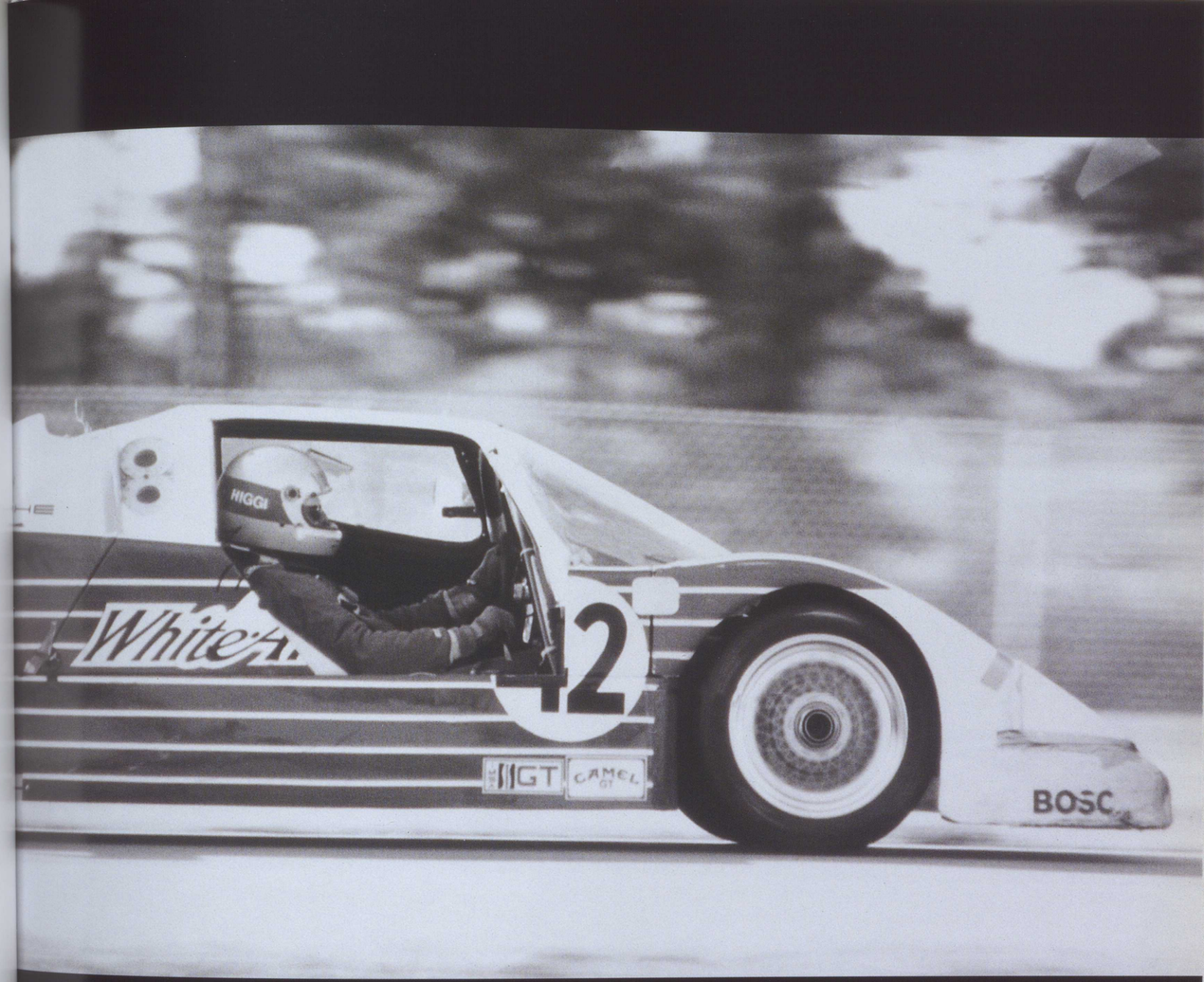
The GTP made its debut at Road Atlanta on April 10, 1988, with Chip Mead and Jack Baldwin. "It would come off the corner like a rocket," says Baldwin, "but it just didn't have it at the other end. It was dependable. The Fabcar wasn't too bad; it wasn't there yet." The car lasted only 57 laps. At West Palm Beach April 24, Mead and McAdam started 12th and finished fifth. That turned out to be the best finish of the season in which Mead and McAdam ran the Chevrolet-Fabcar at Lime Rock (16th), Mid-Ohio (26th), Road America (eighth), San Antonio (16th), Columbus (27th), Del Mar (eighth) and Tampa (12th). Mead and McAdam ended up 32nd and 33rd in season points.

Mead and McAdam teamed with Bill Adam to run the No. 8 Fabcar at the 1989 Daytona 24 Hours, finishing 15th, but that was the car's last appearance in competition.

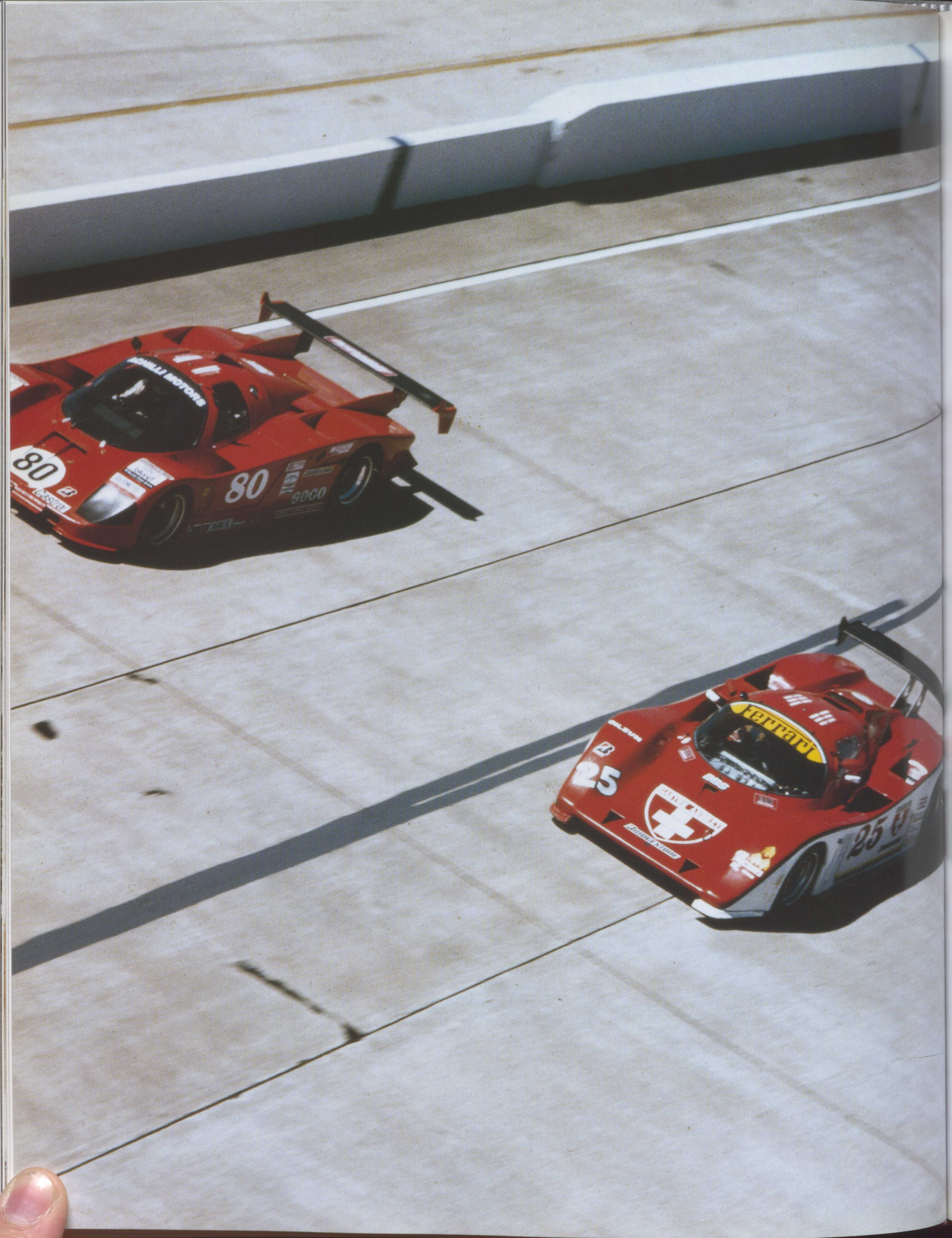
After running one car in 1989 at Daytona (31st), Miami (12th), and Sebring (21st), the MMG Porsche-Fabcar Lights team scored a ninth at Mid-Ohio by Higgins and McAdam, followed by a 16th by Higgins and Cherry at San Antonio. After that, both Lights cars retired to Dayton, Ohio, and occasionally the group takes one of them to a vintage race. Mead is not with the group, however, for he was killed in 1992 when the light plane he was flying crashed into a mountain in California. As a tribute to Mead, the team ran at Mid-Ohio that summer. It finished sixth in class.

Fabcar was never the dominating force many thought it would become. "I don't know why," says Klym. "Car design or engine? It needed an effort like a factory or a backer to get the engine development. We really didn't have the money to develop it further than it was."

In 1991, Klym moved Fabcar to Indianapolis for a quieter lifestyle repairing and restoring Porsches.



ABOVE: During an early pit stop at Sebring in 1986, the Fabcar's door was not properly latched. On the backstretch air pressure generated by the high speed sucked the door off, and it was promptly run over. There was no spare, so John Higgins (shown), Chip Mead, and Howard Cherry soldiered on in a semi-open racer to finish fifth. (John Higgins collection)
LEFT: Higgins, Cherry, McAdam, and Jack Newsum started No. 42 51st at the 1988 Daytona race. Sponsored by actor Lorenzo Lamas, the car finished sixth in class. Lamas and fellow actor Perry King drove with Charles Monk in No. 48, but they dropped out after 48 laps. (Hal Crocker)
RIGHT: In an effort to provide better car for Tim McAdam to contest for the driver's title, Klym built the 962 look-alike Chevrolet 6.5-liter V-8–powered Fabcar GTP. The car was never developed to the point of showing McAdam's potential. At Road Atlanta in 1988 McAdam and Jack Baldwin dropped out after 57 laps. (Dave Klym)



CHAPTER 37

"Ferrari would not support anything that wasn't Formula One. They wouldn't acknowledge one bloody thing we did. I think they gave us a used block, and that was from a couple of guys in Ferrari NA. They didn't care."

ROGER ANDREY

FERRARI: PRANCING HORSE PRIVATEERS

The very name *Ferrari* calls up the essence of motor racing, the epitome of international style and performance. But for two decades, no Ferraris participated in prototype racing, or at least that's the factory's history if you go back to the 312s of 1973. ¶Beginning in the late 1950s, Gaston Andrey raced Ferraris prepared by his mechanic–crew chief and later dealership partner, Oscar Feldman. By the early 1980s, a second-generation Andrey, son Roger, joined the business.

With the introduction of the Camel Lights series, Gaston drove a Mazda-powered Tiga beginning with Miami 1985. Roger joined in the driving at the season-ending Daytona race.

"At Daytona, we linked up with an Italian team that was running a Ferrari-Alba," says Roger. "I walked over to see them, then told Oskar to go over and talk with these guys because we're Ferrari dealers and to get the lowdown on what they're doing with the Ferrari because we'd rather have a Ferrari powerplant."

The Italian team, CARMA Racing, was making its IMSA debut with the No. 40 of Almo Coppelli, Carlo Facetti, and Italian pharmaceutical tycoon Martino Finotto. For many years, Finotto had raced C2 prototypes in Europe with cars prepared by former Ferrari mechanic Facetti.

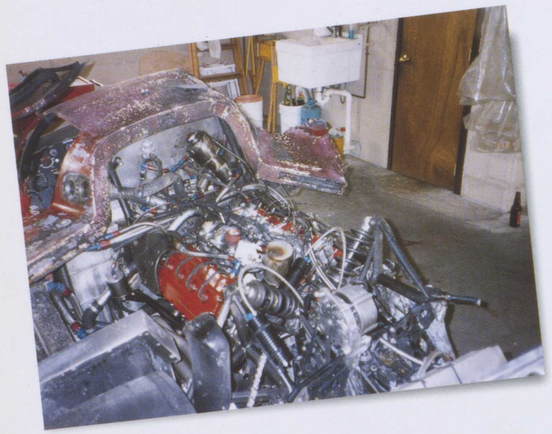
During the winter, the Andreys and Finotto merged their efforts under the banner of Gaston Andrey Racing. Their first race was at Sebring 1986. Facetti, Finotto, and Ruggero Melgratti drove a new Ferrari-Alba, No. 80, while Roger Andrey, Bob Herlin, and Rick Mancuso drove the original Ferrari-Alba, No. 01. Neither car finished.

Feldman and Facetti began development on the motor without Ferrari support and designed and built their own heads. The first fruits of their labor were at Road America August 24, 1986, when Melgratti set a Lights qualifying record and won by two laps, finishing fifth overall. The remainder of the season was highlighted by another pole by Melgratti at the Daytona finale, even though the car went only 10 laps in the race.

Roger Andrey was amused by Melgratti and Finotto. "Melgratti would come in, run a few laps and sit on the pole, then go find someone to shoot hoops. Then Finotto would run for about 45 minutes, then take off, literally fly home during the race, then call from Italy the next day to see how they did. If he was too busy, he just wouldn't go to the race, because for him it was just a hobby. He was also an excellent chef who would cook for everyone during the weekend. You'd think you were passing an incredible Italian restaurant. It was really a joy to run with them."

So fanatical about cooking was Finotto that he had

OPPOSITE: The two Ferrari-powered Lights cars made the last trip under the Gaston Andrey banner at Sebring in 1987. No. 80 is the Alba AR-6 of Finotto, Melgratti, and Piero Silva. No. 25 is the Tiga of Andrey, Loring, and Lewis. Neither car finished. (CARMA Racing)



LEFT: Melgratti was in the Ferrari Spice when he crashed at San Antonio in 1990. He was unhurt in the fire that ensued, and raced the Denon America Ferrari Spice in the next event at Tampa. (Oskar Feldman)
BELOW LEFT: Martino Finotto, Almo Coppelli, and Ruggero Melgrati of CARMA Racing began 1986 at Daytona with the No. 80 Alba, powered by a Ferrari V-8 in the Lights class. Carlos Facetti qualified the car on the Lights pole, but never drove in the race because the car was retired at 291 laps. (Hal Crocker)
BELOW CENTER: Gaston Andrey Racing entered two Ferrari-powered Albas in the 1986 Sebring race. Neither car lasted. No. 80 retired on lap 41 with transmission problems. No. 01 went out after 123 laps with electrical problems. (Hal Crocker)
BELOW RIGHT: The No. 80 Ferrari-powered Spice at speed in Tampa in 1989. The car was entered by Bieri Racing and driven by Martino Finotto and Giudici Gianni. It was involved in a racing accident 86 laps into the race. (CARMA Racing)

to have the real Italian cheeses and pasta smuggled in with the cars. "They'd wrap it up and stuff it in the tub, and the olive oil was put into oil cans. That was our supplies for the year."

Roger and David Loring led the last race under the Gaston Andrey banner, Sebring 1987, until the timing belt failed. After that, the names changed, but the people remained the same. Gaston Andrey sold the physical equipment to Canadian Uli Bieri, who called his team Uli Bieri Racing. But the cars were still owned by Finotto, and Feldman prepared the motors. The transporter, mechanics, and shop all remained the same.

Ferrari advocates were looking for a new chassis to replace the aging Albas. The Americans worked with the Tiga, while the Italians concentrated on developing the new Alba. Finotto and Facetti made so many improvements, the car was listed as AR-6 even though that was not an Alba designation. What's more, the Ferrari powerplant was showing muscle and achieving some success. Melgratti and Finotto won two Lights races in 1988, Miami and Road Atlanta; scored three seconds at Sebring, West Palm Beach, and Watkins Glen; set five fastest race laps at the Daytona 24 Hours, Miami, Road Atlanta, West Palm Beach, and Watkins Glen; and four times were fastest qualifiers, taking poles at Miami, Sebring, Road Atlanta, and Road America.

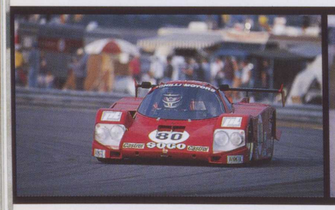
There were no Ferrari Lights victories in 1989, the best finishes being fourths at West Palm Beach and Watkins Glen. But in 1990, Finotto and Melgratti tied for second in points behind Buick-Spice driver Tomas Lopez with four victories. Ferrari finished second in manufacturer's points behind Buick. At the end of 1990, Carlos Facetti left to work with the Lamborghini Formula One team.

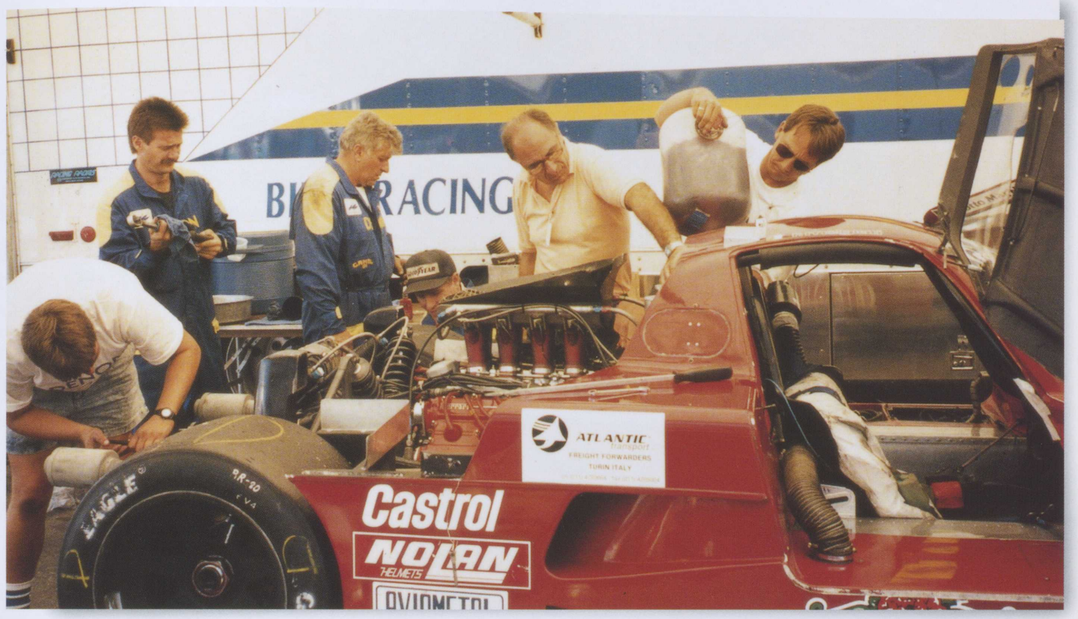
The four-valve Ferrari-Spice took four Camel Lights wins in 1991. David Tennyson won at Lime Rock and New Orleans, and Melgratti won at Laguna Seca and Portland. Ferrari took third behind Acura and Buick in manufacturer's points, despite winning twice as many races as Buick. Tennyson finished second in driver's points behind Acura-Spice driver Parker Johnstone. At the end of 1991, IMSA handicapped the Ferrari four-valve V-8.

"We wanted to go on," says Feldman, "but they slapped us with another 50 pounds. At that point, Finotto said, 'That's it, I don't want to keep going anymore; that's not fair.' And that was the end of it."

Bieri entered the No. 33 Spice at Daytona in 1992, the last time for a Ferrari Lights car.

Officially, the 330SP brought Ferrari back to GT racing in 1994 after 21 years, but as far as the Gaston Andrey team was concerned, Ferrari had been there for almost a decade prior to that.





ABOVE: The Carma Racing Ferrari Spice being prepared for the 1990 Portland race. (Oskar Feldman)
RIGHT: At Watkins Glen, Carlo Facetti (left) and Ueli Bieri (right) confer with Oskar Feldman, chief mechanic on both cars. (Oskar Feldman collection)
BELOW LEFT: The Ferrari-Tiga of Roger Andrey, David Loring, and Willy Lewis temporarily led the class-winning Fabcar at Sebring in 1987. Their lead was squandered when a fan belt broke. (Hal Crocker)
BELOW CENTER: Guido Dacco drove the Ferrari-Tiga at Miami in 1987. The car lasted only 22 laps. (Hal Crocker)
BELOW RIGHT: David Tennyson was the lead driver in 1991 for the Ferrari Spice of Denon America. He won two races and finished second twice, which was good enough to place second in driver points behind Parker Johnstone. For 1992 Tennyson and Denon raced a Chevrolet-powered GTP-class Spice. (Hal Crocker)

"When we started, the idea was that the Fiero was an economy car. When it finally came out, performance was back in, and here we were, stuck with a four-cylinder Fiero screaming that it really wanted performance."

JOHN CALLIES, PONTIAC PERFORMANCE

PONTIAC: BUILDING EXCITEMENT WITH RACING

In the early 1980s, Pontiac received approval from the General Motors board of directors to develop the Fiero, a two-seat commuter car. To minimize costs, many of its components came from GM parts bins. But its design was unique, the first mid-engine American production car. ¶John Callies worked within Pontiac

preparing aftermarket performance parts for Fieros. When Pontiac division manager Bob Dorn was able to get support from Pontiac management for a full racing effort, he put Callies in charge of developing performance parts.

Callies set up an operation at the GM proving grounds in Mesa, Ariz. "It was fine with me," says Callies, "because it was 2,000 miles from what we called the 'Puzzle Palace,' where you just didn't stand a chance of getting things going. It worked out that I was able to do purchasing and payables out of Arizona. That was against corporate policy, and when we started, we weren't supposed to be in racing. I made sure every purchase order was disguised as engineering work for production cars. I knew I was going to be on the lonesome range if we ever got caught doing it, but it had never stopped me before."

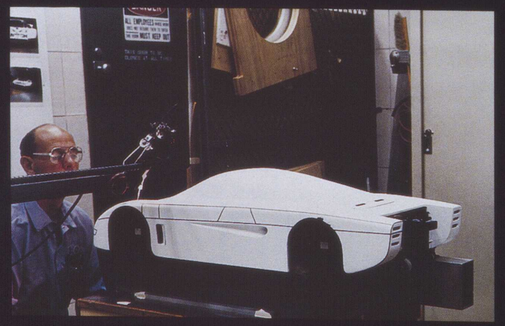
The first thing Callies needed was a batch of racing motors. To break into the production line was unthinkable. Instead he instilled a sense of excitement in the workers at the engine plant in Michigan by giving them jackets embroidered with Pontiac motorsports emblems. Over the weekend, a full year's supply of racing blocks was produced.

The first win for a Fiero came in GTU Round 15 at Michigan International Speedway September 16, 1984, with Clay Young's Dole-sponsored No. 84 entered by Huffaker Engineering. The second win came a week later at Watkins Glen; same car, same driver. Seven more class wins followed in 1985, six for Bob Earl (same car, different sponsor) and one more for Young at Mid-Ohio (different car).

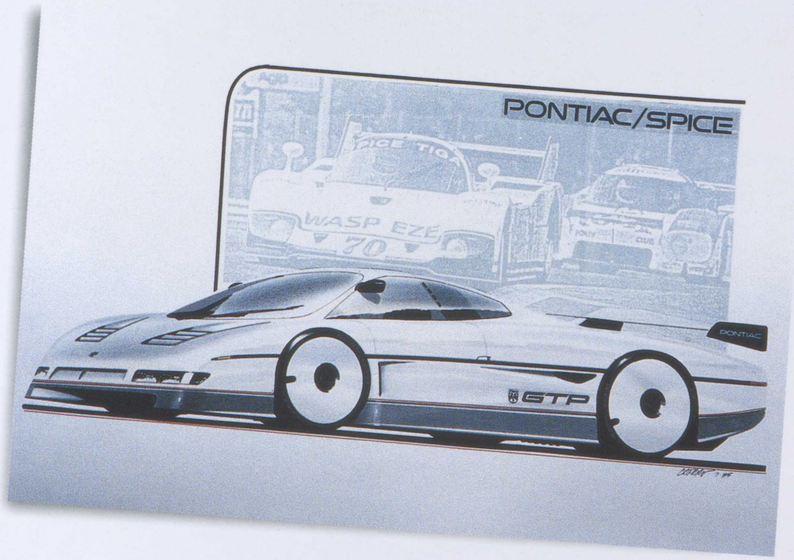
A week after Earl won at Miami March 2, 1986, Pontiac announced it was entering Camel Lights with Spice Engineering, the current international C2 champions. "Spice had been very successful with a Group C car," says Callies. "You could go to the well-known companies, but the price just zoomed out of sight. So it was a compromise between who I thought really had talent versus how much money we had to spend."

Pontiac designer John Cafaro produced sketches that combined the visual themes of the Fiero with the demands of a Lights race car. Spice engineer Gordon Murphy designed the total package. Cafaro and Murphy met at Southampton and developed a quick rapport. Sketches during dinner became body panels the following morning.

OPPOSITE: Jim Adams and John Hotchkis finished 13th in the Firebird GTP at Del Mar in 1990. Like the Lights car, the GTP Firebird was inexpensive compared to a Porsche, available to anyone, easy to work on, and replacement parts were readily accessible. (Hal Crocker)



ABOVE: After the cancellation of the Fiero street car, Pontiac made a proposal for a GTP car based on the Fiero Lights car. This scale model shows how the body was made wider for the larger GTP tires. The car was renamed a Firebird. (John Cafaro)
LEFT: The finishing touches are made to the Fiero GTP wind tunnel model at Spice Engineering. (John Cafaro)
OPPOSITE: An early sketch by John Cafaro of what was to become the Fiero GTP. (John Cafaro collection)



Wind-tunnel tests with a full-scale model showed a drag coefficient of .295 thanks to a 16.9-square-foot frontal area. Vanderley Engineering prepared a three-liter four-cylinder SD-4 (Super Duty) motor rated at 330 horsepower. The engine radiator was mounted in front with side inlets for the oil radiators. Power was transmitted through a Hewland DGB five-speed transaxle for a final drive ratio of 9.31:1.

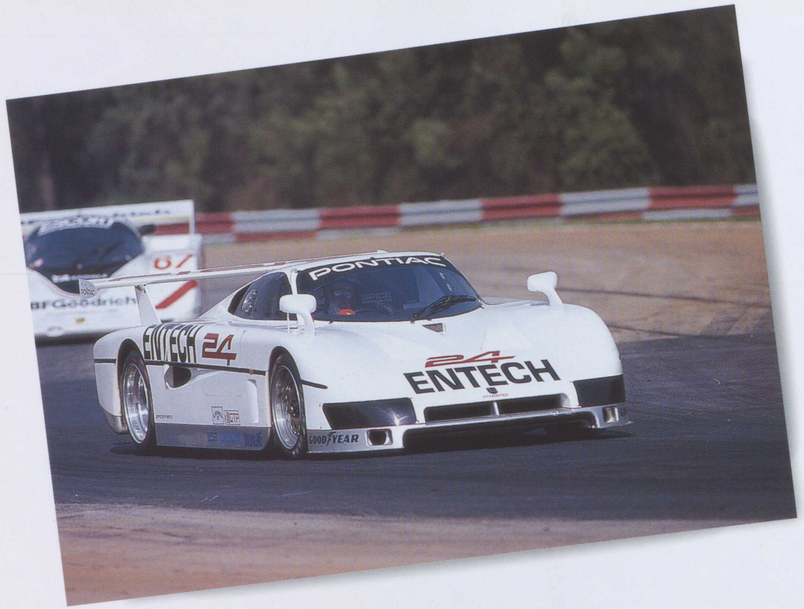
The first Pontiac Lights was produced at the Spice Engineering facility near the Silverstone circuit and tested in early spring 1986. Though the English circuit was still in the grip of winter, the car, serial number 86-100, tested well and was shipped to America for Gordon Spice and Ray Bellm to unveil at Road Atlanta April 6, 1986, when it finished seventh of the 12 Lights cars entered. At Laguna Seca May 4, Earl brought the car home first in class (sixth overall). Earl took another class win at Charlotte two weeks later (again sixth overall) with Bellm and at Watkins Glen September 21 (seventh overall) with Chip Ganassi.

Over the winter, veteran driver Don Bell traded his Buick-Argo for the Fiero 86-003. Earl and Jeff Kline joined Bell for the 1987 season opener at Daytona, which they won by four laps. When Callies called GM's advertising department, they were told that they didn't know about the race or how to make it newsworthy. After two DNFs (Miami and Sebring), Bell then took five more wins in 1987, the most for any prototype driver, regardless of class. Fiero GTP Lights were in the winner's circle in 10 of the 16 races, and Pontiac won the manufacturer's title. However, Bell placed second to Jim Downing in driver's points because Downing was more consistent.

"Our program was so small, we were doing it all. If we'd been in Detroit, we'd have been screwed because everyone wants to direct. The only people we were trying to fool were the auditors," says Callies. "The adage was, 'If you don't get caught, it's OK.' The race cars were called Firebird mule cars."

Even as the Fiero GTP was being raced, a new production Fiero was being designed. "At the time we kicked off the project, we were developing an all-new shape for the street Fiero," says Cafaro. "So whatever we did for the race car, we wanted to have that rub off on the street car. When we were done, it looked remarkably like a baby version of the prototype."

Fiero Lights were winning races, a different result from what Chevrolet was having in the GTP ranks. "Our group took great pleasure when we'd piss off Chevrolet," says Callies. "They had more money and more people, so if we could give them a hard time, we were proud as heck. We got a really good bang for the buck. My budget, next to Chevrolet's budget, was about one-eighth."



TOP: Gordon Spice and Ray Bellm first raced the Fiero Lights car at Road Atlanta in 1986. It placed seventh of twelve cars, but for a new team and car, finishing the race was considered a success. (Hal Crocker)
BOTTOM: Pontiac had entered sports-car racing in 1984 with a race-prepared GTU Fiero. Clay Young and Jim Burt ran at Watkins Glen but withdrew after 57 laps. (Hal Crocker)
OPPOSITE: The Don Bell/Jeff Kline Fiero GTP goes through pre-race inspection. (Lee Self)

The 1988 season was the best one for the Pontiac Lights teams. Of the 14 Lights races, Pontiac power was in eight of the winning cars, winning the manufacturer's title. But sales were not keeping up with expectations, and the production Fiero was discontinued. The fate of the Fiero GTP Light was dependent on the fate of the Fiero production car, so Callies decided to move up to the GTP ranks to save Pontiac's investment.

"We tried to make it look like a Firebird," says Cafaro, "but it still looked like a Fiero." Putting a 4.5-liter Fiero GTO V-6 motor in the Spice gave Pontiac a Firebird GTP. The Ball brothers, Steve Durst, and Mike Brockman placed eighth in the car's debut at the 24 Hours of Daytona in 1988. For Miami, Collins & Aikman entered a Firebird GTP powered by a 310-cubic-inch V-8 in which Jeff Kline and Earl placed 10th, five spots ahead of Brockman and Durst in the V-6.

For 1989, the Collins & Aikman Firebird GTP, driven by Costas Los with co-drivers Kline and Jean Louis Ricci, was the sole Pontiac-powered GTP car. Its best finish was fifth at both Lime Rock and West Palm Beach. Jim Hotchkis took his Wynn's sponsorship to the No. 10 Firebird GTP for the 1990, 1991, and 1992 seasons, usually with Jim Adams driving. The last race for a Pontiac-powered GTP was July 19, 1992, at Laguna Seca, where John Paul Jr. placed eighth.

As race attendance decreased, Pontiac decided to terminate what support was still going out. "Pontiac decided we were not receiving as much coverage as we should," says Callies. "It was economics. The program was taking more money than there were spectators to watch."

"The original management was fine; they just needed stronger self-discipline. Jeff Hazell couldn't resist spending more money than they had because he wanted to win. He was so busy, he wasn't watching the accounts."

JULIAN RANDLES

SPICE: SMALL IN NUMBER, GREAT IN WINS

Englishman Gordon Spice dominated the Group C2 class of the World Sports Car championship from its inception in 1984 through 1988, winning 22 of 35 races with only four retirements. His co-driver in most of these events was his friend Ray Bellm. Their early wins were scored in a Cosworth Tiga, and modifications to that car led to the formation of Spice Engineering in 1984 with chief designer Graham Humphrys and former Williams Formula One manager Jeff Hazell.

Pontiac's John Callies was a spectator at Le Mans in 1985 and was impressed by the class win posted by Spice and co-drivers Bellm and Mark Galvin. After that, Pontiac contracted with Spice Engineering to develop a Pontiac-powered car to compete in the Camel Lights class. The first Spice chassis was built in late 1985 in its shop in Northamptonshire near the Silverstone race circuit.

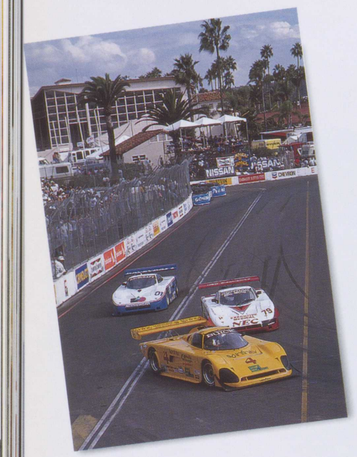
Spice USA Inc. was established in 1986 in the Atlanta suburb of Norcross. Julian Randles was brought in to run the operation that sold Spice component parts and provided customer service. The first Fiero Lights had an inauspicious debut at Road Atlanta April 6, 1986, with Spice and Bob Earl placing seventh in class and 20th overall. After that, Earl scored enough points to place fifth in GTP Lights for the year. His various co-drivers in the endurance races included current CART team owner Chip Ganassi at Watkins Glen September 21, 1986, one of three class wins the car posted that year. Later in 1986, Spice designed GTO and GTU Fieros and Firebirds for Pontiac.

In 1987, all IMSA Spices were Pontiac-powered Lights or GTO cars. Don Bell and Jeff Kline took the Lights win in the Daytona 24 Hours that year, and Bob Earl won at Miami in the Fiero GTO's debut. In June, the Spice GTU Fiero driven by Terry Visger scored a class win at Mid-Ohio, the first of six. Even though Jim Downing repeated as Lights champion for the third time, Pontiac won the manufacturer's title in the Lights division.

Two variations of the Spice Fiero made their debuts at Daytona in 1988. By increasing the width of the body, the chassis was modified to accept a V-6 and later a V-8, placing the car in the GTP group. The first non-Fiero Spice was a V-6 Buick campaigned by Scott Schubot, but Tom Hessert won the 1988 Lights championship in a Tiga. Pontiac won the manufacturer's title in the Lights division thanks to the combined efforts of Charles Morgan of the Acxiom team, Visger and Dan Marvin of the Huffaker team, and Skeeter McKitterick of the Winters-Whitehall team. When Group C2 was eliminated from the World Sports Car Championship at the end of 1989, Spice Engineering was able to focus its attention on IMSA competition.

Schubot had eight class wins and won the GTP Lights championship in his Buick-Spice in 1989 with co-driver Linda Ludemann. Schubot had met Ludemann at a

OPPOSITE: In a reversal of tradition, Schubott shakes the hand of the race queen and gives his co-driver, Linda Ludemann, a big kiss. (Scott Schubott collection) **ABOVE:** In the last year of the GTP series, 1993, Miroslav Jonak put a V-6 from a Ford Taurus into his No. 71 Spice. At Laguna Seca he finished third in class, his best finish. (Alan Calhoun, RJ Reynolds)



LEFT: Schubott leads the No. 79 Pontiac Cosworth Spice of Ken Knott and Don Bell and the No. 01 Firebird GTP at Del Mar. Schubott, driving with Ludemann, knew he had the 1989 Lights driving title won and saved nothing in the race. He won for the eighth time. (Hal Crocker)
RIGHT: David Tennyson's Ferrari-powered Spice, at Road America in 1991, showed another set of contours. (Dudley Evans)

Porsche-sponsored autocross, but Ludemann was the better student. "She knew how to drive a whole lot better than I did," says Schubot. "Our car was the only one that was untouchable. The underprofile on our nose was a little bit different. Just a whole bunch of things that made the car like it was on rails. The car was good from the start, but we made it better." Crew chief Phil Creighton was IMSA GTP Technician of the Year.

Luck deserted Schubott and Ludemann in 1990. DNFs early in the season and increased business concerns left Schubot unable to defend the title, but nearly every other Lights competitor that year was Spice-equipped. The only Lights race not won by a Spice in 1990 was the Daytona 24 Hours, which went to the Mazda-Argo of Frank Jellinek Jr., John Grooms, and Michael Greenfield. After that. Tomas Lopez of Mexico scored seven wins in 15races with his Buick-Spice to take the title. Buick, Ferrari, and Pontiac were 1-2-3 in manufacturer's points, but Spice was the dominant chassis.

In preparation for a full season in Camel Lights in 1991, Comptech entered a Pontiac-Spice for Parker Johnstone in the 1990 season finale at Del Mar. Johnstone's runaway victory with help from Doug Peterson was the first for Comptech and the last for Pontiac. During the next three years, Johnstone took three driver's and manufacturer's titles in the Comptech Acura-Spice, a story that is chronicled in Chapter 43.

At the end of the 1990 season, Andy Evans, the man who later bought IMSA, purchased the Schubot and Lopez Buick-Spices. Both were destroyed on Valentine's Day 1991 when Evans's transport truck caught fire.

Although the Spice chassis was most successful in the Lights division, it had some success in IMSA's GTP division, but never a win. After he gave up on the Probe/Maxum chassis, Tom Milner bought two Spice GTPs in 1989, which he ran with Jeff Purner in 1989, 1990, and 1991. His best finish was a third at New Orleans in 1991. Paul Newman was one of Milner's drivers in 1989, and that caused a problem in view of the fact that the Newman-Sharp Trans-Am team ran Oldsmobiles. No problem: Milner simply installed Oldsmobile valve covers on the generic GM V-8.

In 1988, Spice USA built a lightweight Chevrolet-powered GTP car, but its performance was no better, and it became one-of-a-kind.

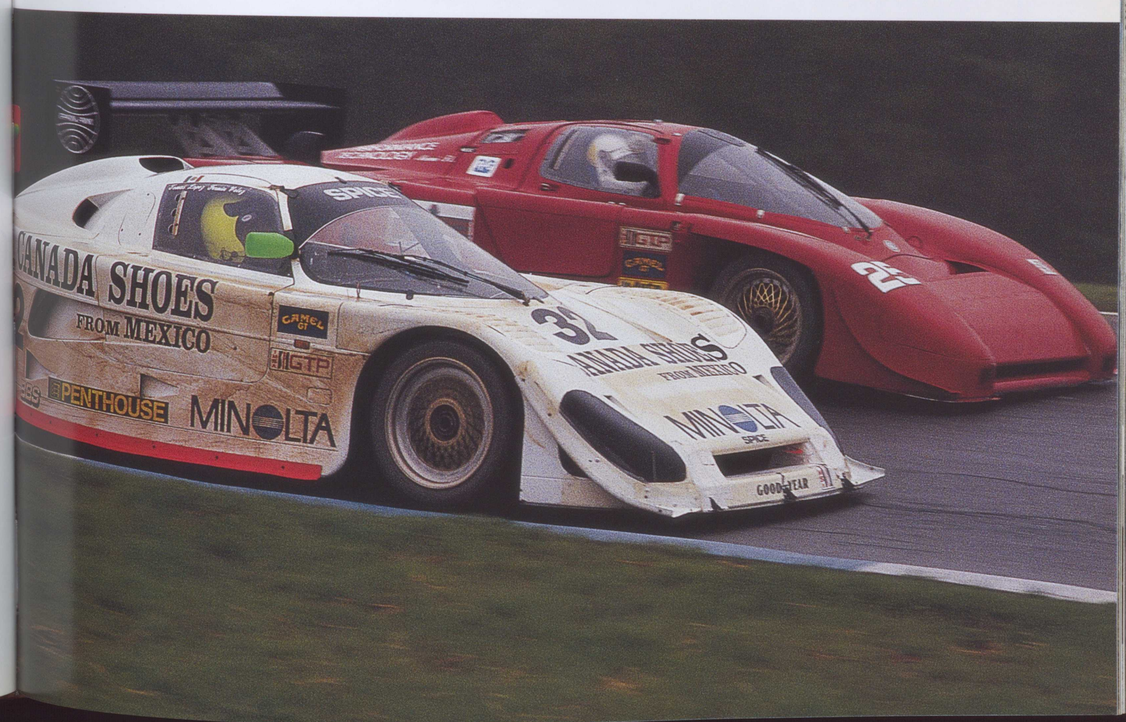
Before launching the Chevrolet-Intrepid in 1991, Jim Miller sponsored a Chevrolet-Spice GTP with a best finish of second, co-driving with Wayne Taylor at Lime Rock May 28, 1990.

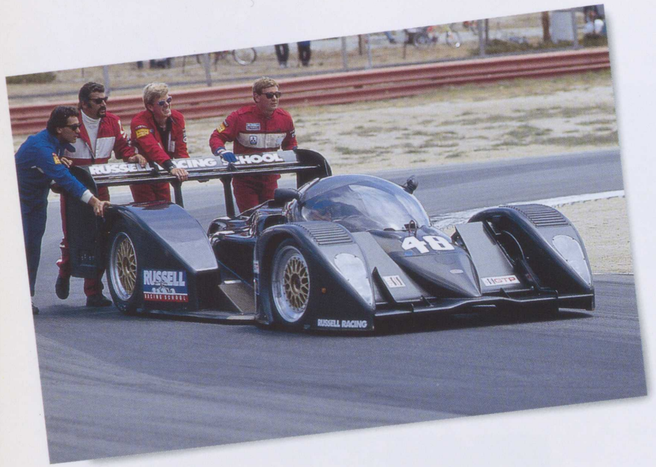
Spice GTP cars were doing everything but winning. Randles remembers Jay Cochran being teamed in a Chevrolet-Spice with Al Unser Jr. (who was fastest qualifier) in the 1990 season finale at Del Mar. Cochran started the race and pulled out to a nine-second lead. Two laps before the scheduled driver change, he was outbraking Ruggero Melgratti's Ferrari-Spice when the cars came together, putting both out of the race. Randles says Englishman Perry McCarthy was absolutely electrifying in the rain at New Orleans in June 1991, leading the race until he spun and couldn't restart.

"If we could have had an employed driver for the whole season, certain things would have been a lot different," says Randles, "but due to budget restraints, drivers had to pay, so it restricted who you got."

David Tennyson campaigned a Ferrari-powered Spice 90C/L in 1991, then in 1992 moved to 92-025, a Chevrolet-powered GTP. The Denon-sponsored car was the most radical Spice built, with a bubble cockpit and a multideck rear wing. In the wind tunnel, it was fantastic; at the track, it tended to porpoise.

RIGHT: The last Chevrolet-powered Spice GTP, now restored for historic races, had a narrow cockpit, double-tier wing, sculptured tail and a level of electronics unimagined in the first Pontiac Lights car. (J. A. Martin)
BELOW: Tomas Lopez, vice president of sponsor Canada Shoes of Mexico, won the 1990 Lights driver's championship in a Buick-powered Spice supported by Essex Racing. Four different co-drivers helped Lopez win seven times, including here at Road Atlanta with Fermin Velez. (Hal Crocker)





ABOVE: The new owners for Spice brought along a new car, the Cosworth-powered Allard J2X. Robs Lamplough started 12th and finished ninth at Laguna Seca in 1993. It was the only appearance for the radical-looking GTP car. (Hal Crocker)
BELOW: In 1989, Scott Schubott, Linda Ludemann, and Tom Blackaller finished sixth in class at Sebring. They won at Miami, Road Atlanta, and West Palm Beach. Schubott's Spice was the first to employ the Buick V-6 motor and had also been aerodynamically modified. (Ed Clayton)
BOTTOM: Jeff Kline, Derrike Cope, and Brian Bonner finished 11th in a Tom Milner Racing Chevrolet-powered Spice GTP at Daytona in 1991. (Ken Wells)
OPPOSITE: Jeff Purner negotiates the rain-soaked New Orleans track in 1991 to a third-place finish. Only three cars remained on the lead lap. (Hal Crocker)

Success in racing was not being matched by success in business. While Spice USA was profitable, the English race team was experiencing heavy overruns. Liquidators ran the company in 1990 until the original owners bought it back and renamed it Spice Racing Cars Ltd.

Spice Racing Cars Ltd. campaigned a 3.5-liter Cosworth-powered car in the World Sports Car Group C series. "They got into trouble when Bernard Jourdain signed a contract with them to run in C1," says Jim Steggar, a former Spice USA specialist. "Jourdain's money didn't show up, and they couldn't meet their commitments, so that was the end of that." Spice USA was dragged down with the parent company.

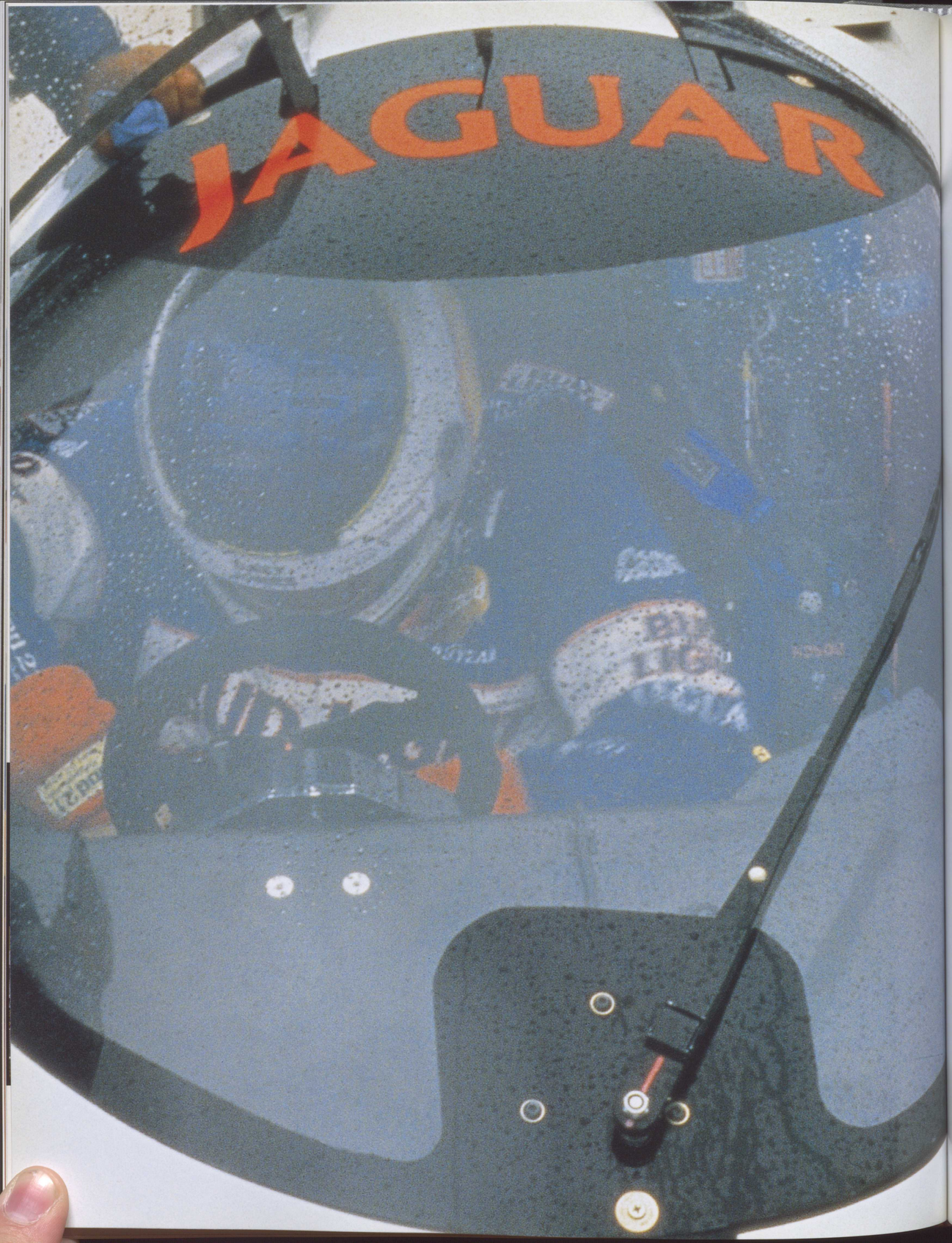
Spice Engineering was purchased by Costas Los and Chris Humberstone. With the new owners came the Allard J2X, a revival of a grand old name in British sports cars that they had been developing. The awkward-looking Cosworth V-8-powered car ran at Laguna Seca July 25, 1993, with Robert Lamplough starting 12th and finishing ninth.

Contemplating a move up to GTP, Comptech had looked at a Spice chassis for 1993 but declined. Honda had talked with Spice about a GTP car using the V-10 F-1 motor, but that also led nowhere.

One of Humberstone's moves was to fire Graham Humphrys. "He said he [Humphrys] was too expensive," says Julian Randles, "and he got someone else who was not as good, and the quality of the product went downhill fast."

With the demise of GTP, Spice modified several chassis and built five new models for the World Sports Car Championship, but they were no match for the Ferrari 330SP. A factory-developed conversion kit cost $80,000. Spice USA lost money and in 1994 became J & P Motorsports, which did special projects like the Dodge Viper race team. Spice Racing Cars was sold to an Australian group, then put back on the market in 1997.

Amazingly, taking into account all their permutations, only 21 Spice chassis were built for IMSA, 12 as Lights. They won 75 Camel Lights races, 22 with Pontiac power, 18 with Buick power, 27 with Honda (Acura) power, and eight with Ferrari. A lone Ford-powered Spice was campaigned in 1993 but was never a winner. Five straight Lights driving championships were won with Spice cars.



"I think they felt they were going to waltz over the competition, as they did in Europe. It wasn't because the cars weren't strong enough or the drivers weren't good enough. They lost race after race due to unfamiliarity with how to use the caution period, when to make a driver change and when not to, and so on."

JOHN BISHOP

JAGUAR PART II: TWR: THE "PROS" ARRIVE

At the conclusion of the 1988 24 Hours of Daytona, two of the three Jaguars entered by Tom Walkinshaw Racing had placed first and third, and the TWR team had concluded its first 24 hours of IMSA competition. ¶Walkinshaw was not surprised; he expected to win. TWR was the reigning World Manufacturer's champion. "I'll be pleasantly surprised if we win more than 50 percent of the IMSA races this year," said Walkinshaw with feigned humility after the race.

Thomas Dobbie Thomson Walkinshaw is a burly, barrel-chested Scotsman who founded TWR in 1976 at Kidlington, near Oxford in England. Early TWR efforts were in sedan racing for BMW and winning the 1980 and 1981 British Touring Car Championships for Mazda. In 1982, he switched to Jaguar, winning the 1984 European Touring title.

In 1984, Jaguar asked Walkinshaw to explore the feasibility of entering a modified Group 44 XJR-5 in Group C competition. Walkinshaw went through the motions of testing a car shipped over from the United States but declined to make the commitment.

"I discovered it was never a good idea to tell Tom too much on how to plan these affairs," says former Jaguar chairman John Egan. "What I did suggest is that he start off with that [the XJR-5] and learn everything which had been found out, which of course he did. Tom, however, made it absolutely clear he wanted to develop his own car, and, of course, he got our support in doing that."

At their first meeting in 1980, Egan had told Bob Tullius that Jaguar would eventually develop an English team. TWR was now that team. In September 1987, Jaguar officially announced that Walkinshaw was its man in American racing.

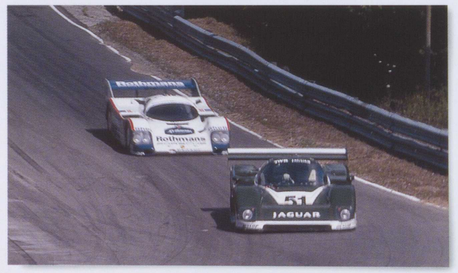
The new XJR-6, designed for Walkinshaw by Tony Southgate and built by Advanced Composites Ltd., had a chassis that was 15 times stiffer than the aluminum tub of a Porsche 962. It used the six-liter V-12, and the single-radiator design was configured to deflect air in from the sides rather than the nose, making the car easier to balance. Total downforce was in the area of 5,000 pounds at 180 mph.

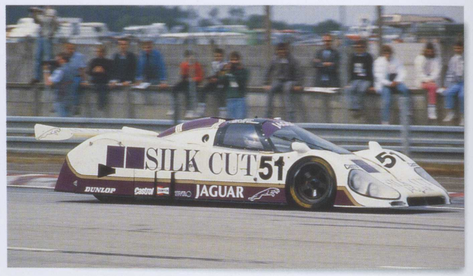
TWR's first race was a 1,000-kilometer World Endurance Championship event, August 11, 1985, at Mosport. Its two cars qualified third and fifth. Martin Brundle led the first nine laps before withdrawing on lap 13 with a front wheel bearing failure, but Jean-Louis Schlesser finished third.

Brian Redman was seriously considered for the team manager's position, but British-born Tony Dowe, a man with experience with Carl Haas and Lola USA, aggressively pursued the position and was hired. "He really knows what it takes to put together a well-organized op-

OPPOSITE: Beginning at Miami, Jaguar raced a modified XJR-14 for Davy Jones. The cockpit was so miniature that even the small Jones was a tight fit in the ostensibly two-seat car. (J. A. Martin) ABOVE: Andy Wallace, winner of Daytona (1990) and Le Mans (1988). He would go on to win Sebring (1992 and 1993) for AAR Toyota. (Ken Wells)

OPPOSITE: TWR US, with sponsorship from Castrol, began tests with a trio of XJR-9s modified to IMSA regulations at Daytona in the fall of 1987. (Lee Self)
LEFT: TWR introduced the XJR-6 2 at Mosport in 1985. Martin Brundle leads the first lap in No. 51. Jean-Louis Schlesser was third in the only XJR-6 to finish. (Barry Sullivan)
RIGHT: TWR entered Jaguar, with sponsorship from Silk Cut cigarettes, into full-time Group racing in 1986. In 1987 the Jaguar XJR-8 won the World Manufacturer's title, but it did not win at Le Mans. (Ken Wells)





eration," says Davy Jones. "He's very meticulous on details, which is good. But at the same time, he can be a bit overpowering. He's intimidating, but not as intimidating as Tom Walkinshaw."

Ian Reed was hired as chief engineer. Like Dowe, Reed reported to Roger Silman, head of all TWR racing. Engines were the responsibility of Allan Scott. Valparaiso, Ind., was chosen for the American base. Valparaiso is practically a suburb of Chicago, with air and ground links to suppliers and circuits. It is also halfway between Dowe's Chicago home and Reed's Michigan home.

A revised design built to IMSA specifications and designated the XJR-9 was tested at Daytona and Talledega in the fall of 1987. The first car, in Castrol colors, carried No. 88, supposedly a reference to the team's first year in IMSA competition. Some team members, however, thought it meant they were twice as good as Group 44.

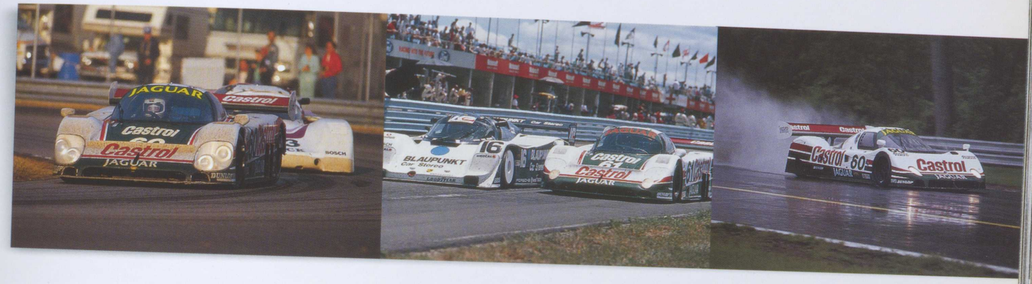
After the success of the Daytona 24 Hours, the rest of the season was not as kind to the TWR Jaguars except for a win at the season-ending Del Mar race. They finished third in manufacturer's points behind Porsche and Nissan.

Even though TWR had been dominant in the 1988 World Sports Car Championship, it gained a new respect for IMSA teams. "It became obvious that these guys knew what they were doing," observed one TWR team member. "There are reasons why American teams are the way they are, and it is only apparent in racing against them on a regular basis."

After a second-place finish at Daytona, where the other two Jaguar entries were DNFs, the 1989 season looked like a repeat of 1988. The V-12 was no match for the Nissan turbo V-6. "The XJR-9 had more downforce and was stiffer by a long shot," says Price Cobb, a driver new to the team, "but its engine was its weakness. Its weight was too much and too high up, so the car was very difficult to drive."

Midway through the 1989 season, TWR acquired the Jaguar JV6 turbo three-liter V-6 engine for the new XJR-10. The Group C XJR-11 was virtually identical with a turbo 3.5-liter V-6. This aluminum alloy motor had dual overhead camshafts with four valves per cylinder, electronically managed by a Zytek-based ignition system and boosted by twin Garrett turbochargers. With the IMSA 38-millimeter inlet restriction, power was rated at about

OPPOSITE: Jan Lammers, Davy Jones, and Danny Sullivan confer beside their No. 61 car at Daytona in 1988. The trio had started second but was a DNF after 512 laps. (Ken Wells)
LEFT: The Jaguar No. 60 of Martin Brundle, Raul Boesel, and John Nielsen followed a carefully predetermined pace, and won the 1988 Daytona race by over a lap. The No. 66 car finished third. Brundle is shown in the car. (Hal Crocker)
CENTER: Davy Jones dices with Price Cobb in the Dyson 962 at Watkins Glen in 1989. Neither Jaguar finished the race, which was won by Brabham in the Nissan. (Hal Crocker)
RIGHT: In mid-1989 Jaguar went to a turbo V-6 powered XJR-10. Jan Lammers started and finished second at the Lime Rock debut. (Hal Crocker)



650 horsepower.

The XJR-10 was an entirely new car, and the small V-6 allowed Southgate to improve airflow to the rear wing and incorporate larger ground-effects tunnels. But there was a question of the engine being race ready. "There were a lot of faults that never got addressed and ironed out," recalls a one former team member. "The engine wasn't laid out nicely. There were all sorts of things hanging off the engine."

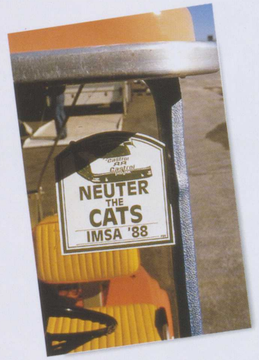
The XJR-10 made its debut on Memorial Day 1989 at Lime Rock, where Jan Lammers started and finished second. The first turbo Jag win came at Portland on July 30 with Lammers and Price Cobb, but not without controversy. Confusion among the scorers left questions of who was leading when the checkered flag came out. The flagman gave Cobb the checker at lap 94, but track officials withdrew the flag, as it was a 97-lap race. Brabham passed Cobb to take the flag at 97 laps. Three days later, the win was returned to Cobb.

Cobb won with the XJR-9 fair and square at Tampa, and Lammers won with the XJR-10 at Del Mar to finish the season. Jaguar was second to Nissan in the manufacturer's title race for 1989. Cobb and Nielsen were third and fourth in driver's points behind Nissan drivers Geoff Brabham and Chip Robinson.

"The XJR-10 engine management system was a disaster," says Cobb. "The car made huge power but was nearly undrivable. It was like driving a light switch. One test at Topeka, the engineers turned the power down, and all of a sudden we went faster. To us drivers it was, 'Now we can use the power and we can put our foot down and drive it through the corners.' "

For 1990, TWR switched from Dunlop to Goodyear tires. This forced a redesign of the suspension, which led to other modifications that justified changing the name to the XJR-12. At Daytona, the Jones/Lammers/Wallace No. 61 started 10th and finished first. The Cobb/Nielsen/Martin Brundle No. 60 started ninth and finished second. In the final hour, both cars had to make extra stops to have the motors cooled off, with No. 60 running several laps without the rear cover. Sir John Egan was there and personally toasted his victorious team.

Except for wins by Cobb/Nielsen at Lime Rock and Jones at Portland, Jaguar could only be the best non-Nissan in 1990, finishing a distant second in manufacturer's points. Jones was third in driver's points



LEFT: Not everyone was happy to see the TWR Jaguar. This was a far cry from the adoration shown to the Group 44 team. (Ken Wells)
BELOW LEFT: TWR US fielded two XJR-12LMs (No. 3 and No. 4) for the 1990 Le Mans race. This was a separate effort from its cousins from TWR England, which fielded cars No. 1 and No. 2. Between the eighth and 17th hour, the race looked very familiar to IMSA fans as the battle was between No. 3 and NPTI Nissan No. 83. After the Nissan dropped out, No. 3 never relinquished the lead. (Ken Wells)
BELOW RIGHT: Jaguar unveiled the XJR-14 at Miami in 1992. It was small, even by GTP standards, but Jones put the car on the pole. After he lost control of the car several times, Jones withdrew on lap 91. (Hal Crocker)

behind the Nissan duo of Brabham and Robinson.

Jaguars adopted new livery for 1991. With Bud Light sponsorship, the cars were painted white with red-and-blue trim. Castrol continued as secondary sponsor, and the Jaguar name was barely noticed.

A single XJR-12 was brought to Daytona to start the 1991 series, but it lasted little more than halfway. Jones won Round 2 at West Palm Beach and was fifth in Round 3 at Sebring, and Raul Boesel won Round 4 at Miami.

A new turbo Jaguar arrived for Road Atlanta, the XJR-16. It was unique in that it was designed and built in Indiana specifically for IMSA. Tests were made in secret sessions in Michigan after first thaw.

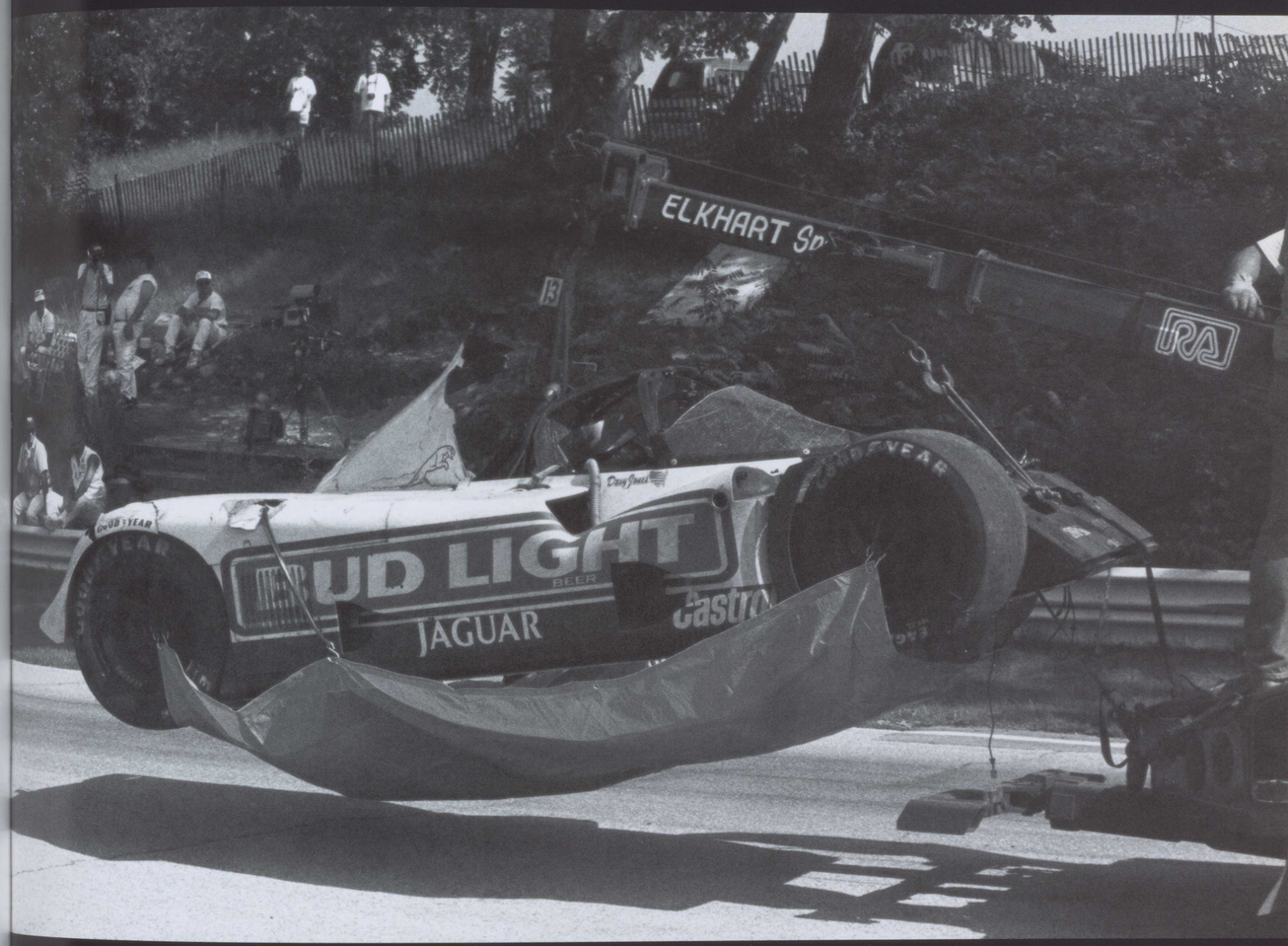
Jones made the most of the new car, taking the pole and the win, then won again at Mid-Ohio, Laguna Seca, and Road America. Though with five victories he won more races than any other driver, Jones finished third in driver's points. Jaguar won twice as many races as Nissan (six) but was again second in the chase for the manufacturer's title.

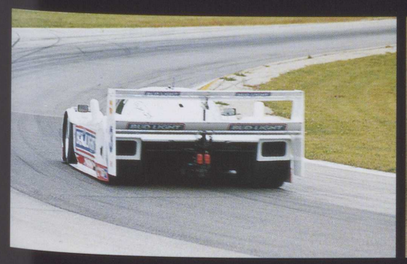
TWR began 1992 with a single XJR-12D at Daytona. Although the NISMO Nissan R91 CP finished first, the Jones/Scott Goodyear/David Brabham/Scott Pruett XJR-12DJ was the official winner because the Group C Nissan was ineligible for points.

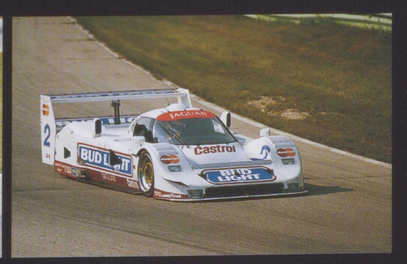
Protesting the lightweight Mazda RX-792P, team manager Dowe asked for a weight concession for turbo-charged cars, but IMSA refused. Dowe and Walkinshaw then reviewed the rules and found that the Group C XJR-14 could be made IMSA-legal. Work on the car had begun in early 1989, as the FIA was moving toward the 3.5-liter formula. When Ford Motor Company bought Jaguar, Ford products were legal as Jaguar components; hence a Ford Cosworth HB was allowed for a Jaguar. The cockpit was narrower and the chassis was stiffer, but the driver had to enter the car through the right-hand window and shift with his left hand.

"It was a pretty advanced car," says IMSA official Tom Seabolt. "There was a question of whether we needed to change the rules to fit the cars as they are now or lose a car because we couldn't make it fit within our regulations." IMSA finally gave the car its blessing.

Jones took the pole with the XJR-14 in its debut at Miami February 23, 1992, but several problems (some induced by the awkward shifting) led to a sixth-place finish. After Jones and David Brabham drove the old reliable XJR-12D to fourth at Sebring, Jones took the small Jaguar to Road Atlanta, going around the Georgia







ABOVE: A broken front wheel at Elkhart Lake in August 1992 caused Jones to crash in the morning warm-up. At Lime Rock in May a similar wheel failure had caused Jones to crash just 19 laps into the race. After Elkhart Lake stronger wheels were ordered for the two remaining races that season. (Dan Schlosser)
FAR LEFT: Most drivers saw the XJR-15 from this view. Boesel and Jones each won one race with the XJR-10, and Jones won four more with the XJR-15. Nevertheless, the more consistent Nissans won the driver's title and finished first and second in driver's points, with Jones third. (Ed Clayton)
LEFT: For 1991 Jaguar had a new livery with primary sponsorship from Bud Light. At Road Atlanta it also had a new race car, the XJR-15, which was the first TWR Jaguar designed in the United States for exclusive IMSA usage. Davy Jones won from the pole position. (Ed Clayton)

OPPOSITE: In a late-night pit stop during the 1990 Daytona race, a driver change is made in the No. 61 Jaguar driver by Davy Jones, Jan Lammers, and Andy Wallace. The two Jaguars took control of the race by the ninth hour and traded the lead until the end. (Dudley Evans)
LEFT: In Europe, all Group C cars used 3.5-liter race motors. Jaguar's response was the XJR-14. Since Ford had bought Jaguar Ford's Formula One motor, it was eligible for use in the Silk Cut machine. Jaguar won the 1991 World Manufacturer's title. (Ken Wells)
RIGHT: In 1991 TWR built a street supercar based on the XJR-9, the XJR-16. The best racing was in a high-cost one-marque series against other race-prepared XJR-16s. English driver Tiff Needell is shown here. (Ken Wells)

hills as though in a slot car. The 3.5 motor didn't roar, it whistled, and Jones took the pole and the race.

On Memorial Day, Lime Rock looked like a repeat until the car shot off the track on the 19th lap and was destroyed. A front wheel had broken. Jones was not hurt, but a sure win was lost. Then the team built a brand-new XJR-14 in just three days to make Mid-Ohio six days later. Rain was an equalizing factor, with Jones and Toyota mainstay Juan Fangio II finishing 1-2. It was the last Jaguar win in IMSA competition.

After a fourth at New Orleans June 14, a third at Watkins Glen June 28, a third at Laguna Seca July 19 (with Arie Luyendyk fourth in a second XJR-14), and a DNF at Portland July 26, Jones came to grief at Elkhart Lake August 30 when a wheel broke in practice, sending the car into a barrier.

"In the morning warm-ups, I was going into the carousel when the same thing happened as at Lime Rock," says Jones, "but this time they found the wheel about 150 yards back in the woods, and it still had 22 pounds [of air], and the center of the wheel was still bolted to the left upright. At that time, we stopped all running and testing until we got stronger wheels. There were several weeks between Elkhart Lake and our last race at Phoenix, and we didn't do anything. We just waited to get our stronger front wheels so we could race at Phoenix."

Jones qualified and finished second at Phoenix, closing out the season second in the driver's points behind Toyota's Fangio. Jaguar was third in manufacturer's points behind Toyota and Nissan.

"It [the XJR-14] was a much better car than ours," says Nissan designer Trevor Harris. "It just wasn't run properly. It was turned into a lesser car than it should have been. It should have beaten us; it should have beaten the Toyotas. The cars were never organized as they were capable of being."

Jaguar entered three XJR-12s in the 1993 Daytona 24 Hours, but all three failed to finish.

Reincarnations of the XJR-14 later appeared as the Judd-powered Mazda for Le Mans in 1993. With Porsche power, it became the open WSC95, which won Daytona with the Kremer team in 1995 and for Joest/TWR at Le Mans in 1996 and 1997.

Why didn't Jaguar ever win a championship? "There was no reason they shouldn't have," says IMSA founder John Bishop. "I would have bet on them. I don't think they had that ultimate little sophistication or fine-tuning that it would take to compete against Nissan and Kas Kastner. I have the feeling that the Walkinshaw team was organized the way D-day was organized. They had all their logistics, and they expected the race to go on some kind of predictable schedule. Races don't do that. Unforeseen things happen. And the team that is the most flexible and can turn it around to their advantage is going to be in the winner's circle more than the team who says, 'Wait a minute—things aren't going to schedule here; what should we do now?' "

CHAPTER 41

"I could see that we were never going to make it a screamer in terms of overall horsepower, but with the turbo system, we could get it to make ungodly amounts of torque."

DRINO MILLER, TOYOTA RACING DEVELOPMENT

TOYOTA AND AAR: THE LITTLE ENGINE THAT COULD

Even the chilly February night could not cool the Toyota Eagle. The All American Racing (AAR) crew would hose down the radiators and send the car back out, only to see it return hotter than ever several laps later. At 1:00 A.M., team owner Dan Gurney drew a finger across his throat, and the lone AAR entry in the 1990 24

Hours of Daytona was out of the race. For most owners, this would be troubling, but Gurney was actually smiling. He said later that he thought this would show Toyota that if it wanted to race with Nissan, it would have to spend like Nissan.

Someone must have been listening. Three months later, Juan Fangio II pulled his pole-winning Toyota Eagle Mk. II into the winner's circle at Topeka's Heartland Park. The smile on Gurney's face that afternoon said it all.

The association between Gurney and Toyota began at California's Long Beach Grand Prix of 1976. Gurney was one of the four founding fathers of the race, and Toyota became the primary sponsor that year for its first Formula One race. Toyota needed Gurney because it was trying to establish a racing heritage in the United States. At first its racing involvement had been limited to support for club racers. Then Toyota hired Kent Racing to run a Celica in the GTU series in 1982; it dropped Kent in favor of AAR after what AAR driver Dennis Aase called "too many shenanigans."

Although the United States was its biggest overseas market, Toyota was also trying to establish a racing image in Europe. A model 83C, prepared by the Dome Motor Company of Kyoto, Japan, and powered by a turbocharged 2.1-liter 4T-GT Toyota motor, was handled by TOM'S Toyota, a semifactory team. Beginning in 1984, TOM'S Toyota became a regular fixture at Le Mans. The 3S-G 16-valve motor was better but still underpowered.

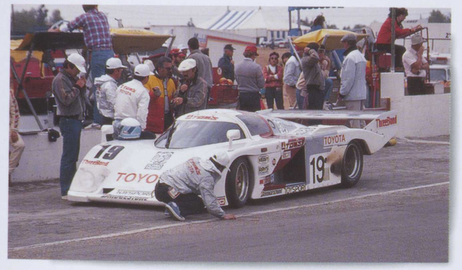
Bridgestone Tire entered a TOM'S Toyota in the Riverside 6 Hour race in 1984 as a test. "They had a car in Japan [and] they were curious to see how it would run in the U.S.," says AAR's Gary Donahoe. "The Group C was sent over as kind of a benchmark."

The first victory for Toyota in professional American road racing came April 24, 1983, at Riverside, where Aase, Wally Dallenbach Jr., and Whitney Ganz drove an AAR Celica to first in GTU, 10th overall. AAR continued to field Toyotas in IMSA competition, placing third in GTU manufacturer's points in 1984 and second in 1985. Moving to GTO, it was third in 1986, first in 1987, and second in 1988.

As early as 1984, Gurney planned to advance to GTP, building the Eagle Mk. 1 around a Toyota 4T-GT rally engine as sort of an engineering exercise with no intention of ever racing it. Dennis Aase tested it on four occasions at Willow Springs in 1986, but the car was eventually cut up and scrapped.

OPPOSITE: At New Orleans in 1992 P. J. Jones qualified fifth and placed third in the No .98 AAR Toyota. His teammate, Juan Fangio, won the race from the pole position in No. 99 (background). (Hal Crocker)

OPPOSITE: Willy T. Ribbs qualified fifth and finished in fourth place at the season-ending race in Del Mar, 1989. (Hal Crocker)
LEFT: At Riverside in 1984, Toyota and Bridgestone tires ran a one-time test with a Group C TOMS Toyota. The pair of Japanese drivers qualified 10th but dropped out on lap 130. (Cliff Morgan)
RIGHT: After winning GTU races AAR moved up to GTO with a turbo Celica. Chris Cord (shown at Daytona in 1986, when he finished second in class), Dennis Aase, and Willy T. Ribbs won the manufacturer's championship in 1987. Afterward the car was taken to Tokyo to show Toyota engineers. (Hal Crocker)



To understand AAR's move to GTP in 1989, it is necessary to know that Toyota racing in America is part of a multilevel organization. Toyota Motor Corporation (TMC) is the Japanese corporation. Toyota Motor Sales (TMS) is the American sales division. TechnoCraft is the wholly owned subsidiary for parts distribution in America, a part of Toyopet of Japan. Toyota Racing Development (TRD) is an independently run California subsidiary co-owned 25 percent by TMS and 75 percent by Toyopet. TRD was formed in the early 1980s to sell aftermarket performance parts and became involved with racing in 1987.

As the GTP program began, Rick Murray was team manager, working with Gary Donahoe on the 88C, a Group C car that Toyota sent to AAR after racing it in Europe. "Toyota felt the Group C car had a season under its belt, so it had reliability and things of that sort," says Murray.

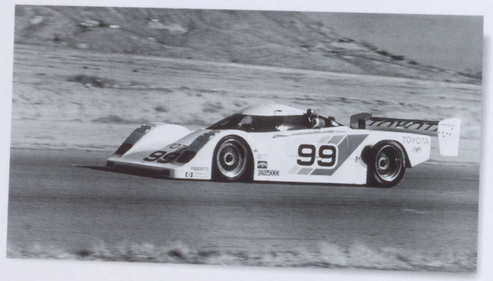
Meanwhile, Ron Hopkins (chassis and suspension) and Hiro Fujimori (aerodynamics and cooling) began design work on the Mk. II (or HF89, for Hopkins, Fujimori 1989) in early 1988. In contemporary 962 style, the car had two midmounted radiators, an aluminum honeycomb monocoque chassis, and a Hewland five-speed gearbox.

The 88C Toyota made its U.S. debut at the 1989 24 Hours of Daytona. Driven by Chris Cord, Drake Olson, and Steve Bren, the car started 13th but failed to finish. The best results for the Group C car in 1989 were two pole positions by Olson at Road Atlanta and Lime Rock and a second-place finish with Juan Fangio II at San Antonio. The Eagle Mk. II with Willy T. Ribbs and Fangio as drivers was less successful, with DNFs in six of the 11 races entered, the best finish being a fourth at Del Mar. At the end of the 1989 season, the Group C car went back to Europe. Murray left AAR, and Donahoe moved up to team manager.

From the beginning, the problem was the motor. As in Europe, the 2.1-liter motor did not last, and the Eagle Mk. II used the same powerplant. Drino Miller of TRD worked with every aspect of the motor in an attempt to make it last. In doing so, he infuriated everyone, including Gurney. "He and Dan fought tooth and nail," says Aase. "But as soon as Dan realized that Drino was as aggressive as he was, they got to be good friends. He's a gambler."

Miller had come from Andial to run TRD engine development. "When I got there in 1989 and started looking at this thing, the engine management system was

OPPOSITE: The man behind AAR, Dan Gurney. (Dudley Evans)
LEFT: Not content with the Group C car, AAR designed their own, which is shown here testing at Willow Springs, Calif. in early 1989. Willy T. Ribbs and Juan Fangio II debuted the HF89 at Lime Rock in May, 1989. They started fifth but fell out with mechanical problems at 118 laps. (All American Racers)
RIGHT: It was not an easy first season for the AAR-built HF89. Besides the numerous motor failures, Willy T. Ribbs crashed the car he shared with Rocky Moran 45 laps into the Watkins Glen race. (W. H. Murenbeeld)



unbelievably archaic. Within a short period of time, we took apart the engine management system and installed a modern chip and reprogrammed it. That infuriated the people at Toyota," says Miller. "As a consequence, they wouldn't supply any technical help or replacement parts for that system. I realized that if we were going to make this go, we were going to have to be creative and not rely on TMC or Japan for any real substantive help. At that time I started making plans to make the engine management system entirely in the U.S."

The 1990 season began with a DNF when the No. 99 Eagle HF89 dropped out of the 24 Hours of Daytona. Entering two Mk. IIs for Round 2 at Miami was better, with Olson in No. 98 and Rocky Moran in No. 99 finishing 14th and 18th. After that, Olson and Fangio were usually paired in No. 98 and Moran and Ribbs in No. 99. Olson pulled the first pole for the HF89 at Palm Beach, and the first win came at Topeka as Fangio scored from the pole. Fangio won three more times in 1990, finishing fourth in points. Donahoe was named GTP Technician of the Year.

Even as the Mk. II was winning races, something no other Toyota prototype had ever done, TMC again pushed for AAR to race the Japanese-produced Group C car. "In the middle of 1990, TMC people came over to announce that Gurney was to stop doing the Mk. III and take the 89C, a V-8 powered Group C car, and run it in IMSA in 1991," says Miller. "Dan didn't want to do it, and he had good support from within TMS who squashed the idea."

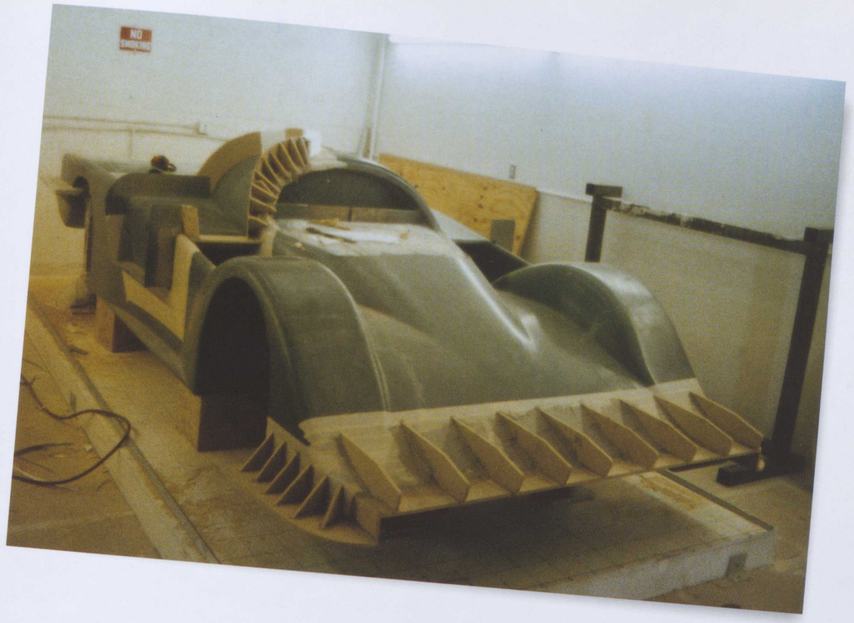
AAR had not expected to win the championship with the Mk. II in 1990. For that an all-new car was needed, and John Ward was hired to design it. His first task was to find out what the Mk. II was lacking.

"The GTP cars were essentially evolving from a Porsche Le Mans car, a good design but one that had been around for a few years," says Ward. "Nissan had upped that a bit, but we thought there was a lot more that could be done."

The Mk. III, aka WFO 91 (Ward, Fujimori and others, 1991), was first tested in May 1991 by Moran at Las Vegas and Willow Springs, Calif.

The only bright spot in the first nine races of 1991 was a second in Round 7 at Lime Rock. Round 10 at Watkins Glen was a stunner, however, when Fangio drove the HF90 to a swan-song victory (with Moran eighth), aided by a new engine management system. The Mk. III's debut in Round 11 at Laguna Seca (a Toyota-sponsored race) was a disaster, with strategic miscues and related penalties snatching defeat from the jaws of victory. First and third at Portland were somewhat redeeming, but two DNFs at Road America were

OPPOSITE TOP: In 1985 AAR began construction of a GTP-style test vehicle designed around the turbo two-valve Celica GTO motor. (Cliff Morgan)
LEFT: Fangio took the pole and led every lap to win at Heartland Park in 1990 at Topeka, Kan.. Drake Olson was fourth in No. 98. Fangio won four races and finished second in prize money. (Hal Crocker)
RIGHT: At Road America in 1991, Rocky Moran had a gearbox failure on lap 30. By this point the HF89 had reached its evolutionary limits. The continuation of the 962 design philosophy even extended to the 962-style nose wing. (Dudley Evans)
BELOW: From 1996 through 1999 AAR ran Toyota power in the CART series, often with an Eagle chassis of AAR design. Even using a Reynard chassis, as here at Vancouver in 1998, the AAR team was distinctive. The Toyota-developed motor was heavier and less powerful than the competition, which resulted in continually poor finishes. (John Barnes)



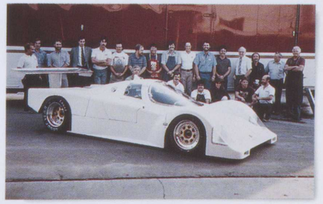
embarrassing. Another win at the season finale at Del Mar ensured Fangio fifth in season points, although his earnings were second to Brabham's. Toyota finished fourth in the manufacturer's race.

Those who picked Toyota to earn the manufacturer's title in 1992 were proven correct when AAR scored wins in eight of the 13 races on the schedule. Fangio took the driver's crown by scoring seven of the eight victories. AAR newcomers P. J. Jones, Mark Dismore, and Andy Wallace also scored points with Toyota drives, along with Moran.

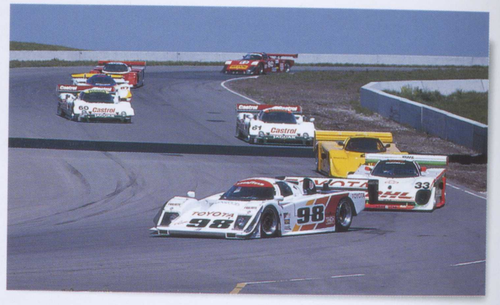
Wallace has high praise for Gurney. "A non-American doesn't get much chance to see how great the guy is," says Wallace. "The way he runs his team is so relaxed. He's been there, so he knows what it's like. He says things to you at all the right times, all the right things."

AAR saw the new Jaguar XJR-14 as a threat when it first appeared at Miami and did a "flip-flop" on the Mk. III, reversing the radiators and eliminating the rear periscope engine air intakes. After that, the season belonged to Toyota. Following its win at Portland, AAR's Jim Hamilton asked a member of the TWR crew whether he was surprised at the Toyota win. "No, we were horrified," replied the crewman. After Road America, TWR initiated a fuel controversy, which proved groundless.

There was also dissension from TMC. "In the middle of the 1992 season, we were breaking blocks and cylinder heads," says Miller, "and I wrote to them in Japan: 'You've got to fix this.' They wouldn't fix any of it. I finally got a letter from Mr. Okimato, who is in charge of the engine program. Mr. Okimato said, You have to reduce the power



ABOVE: The staff of AAR proudly shows off the Eagle Mk. I in 1986. In the fourth test at California's Willow Springs track, Dennis Aase crashed the car. Because AAR was not ready to go GTP racing, the car was not repaired. (Dan Gurney)
LEFT: Juan Fangio started fifth and drove to victory at Watkins Glen in 1991. Here he leads James Weaver in the Dyson Porsche 962 early in the race. Weaver dropped out with engine failure 48 laps into the 122-lap event. (Hal Crocker)
RIGHT: AAR had made its debut in GTP racing at Daytona 1989 with the Group C model 88C using the four-valve motor. Chris Cord, Drake Olson, and Steve Bren began 17th but fell out because of cooling problems after 180 laps. (Hal Crocker)



OPPOSITE: Dan Gurney gave no team orders and allowed his Toyota drivers equal status to go for the win. At Mid-Ohio in 1993, Fangio, No. 99, edges inside pole-winner Jones, No. 98, to take the win. (Susan Majoy)
LEFT: Juan Fangio II in 1987. (Hal Crocker)
RIGHT: The new wave for Toyota was the radical Eagle Mk. III. The straight line between the fenders and the small canopy made the car appear large. Cooling air was drawn in the front, then routed to mid-mounted radiators. The car had made its debut at the end of 1991 and is shown here at Sebring in 1992.
(Dudley Evans)

of the motor. The motor is not capable of achieving reliability at the power levels you want to run it.'

"I wrote them back and said, 'How can I do this? Dan Gurney cannot win races at the power level you want me to run that motor at.'

"He said, 'Please inform Mr. Gurney that he has to improve the car.' "

At the end of the 1992 season, Nissan, Jaguar, and Mazda announced that they would not be returning in 1993. This was the same as handing the title to Toyota. But Gurney let the drivers decide the championship on the track. There were no team orders.

"Dan took off the gloves," says Donahoe. Gurney's decision to let his drivers race each other added interest to what could have been a very boring final season. Nor was IMSA giving Toyota a bye. Restrictions were made on horsepower, so the new Eagles had less power than the decade-old Porsche.

"We were never really good politicians. We weren't good at bending the rules to suit our needs," says Donahoe. "We were just racers."

By winning the 1993 24 Hours of Daytona, 10 laps ahead of the second-place GTS Mustang, Toyota matched the 1988 consecutive wins record of Nissan. Fangio and Jones took every pole and won every race Toyota entered that year. The seven straight wins at the beginning of the season brought the consecutive victories total to 14. Despite the apparent size of Toyota's financial backing, AAR's budget was limited. "We didn't have nearly as much money as people thought we did," recalls Donohoe. To have sufficient financing to finish the season, Toyota skipped Road America. "That was a TMS decision," says Gurney. "Search me. I've never found out exactly why they did it." After receiving negative publicity, TMS reversed, and the team came back for the season's final three races.

Fangio had won 21 GTP races—19 solo victories, a record surpassing the paired wins by both Holbert and Brabham. In two years, the Mk. III won 17 consecutive races with seventeen consecutive pole positions. During the three years, Mk. IIIs won 21 of the 27 races entered. It was a remarkable race car put together by a remarkable team, regardless of whom or what the competition was.

From 1993 through 1999 TRD and AAR turned to Champ car racing, and they never won a race together. After parting with Toyota in Champ cars, AAR fielded a Toyota Atlantic car for son Alex Gurney in 2000. But don't ever underestimate Dan Gurney. "He's America's hero," says Aase.

"At early meetings, I was insistent that we must test the car two times to see if it's OK. So we took it to Firebird. On the first day, the Spice was quicker. On the second day, they turned the same times. And on the third day, the Intrepid was a lot quicker. So at our next meeting, I said, Forget what I said. Let's go racing.' "

BOB RILEY, DESIGN ENGINEER

INTREPID: HEARTBEAT OF AMERICA, BUILT IN AMERICA

The Intrepid was the result of Jim Miller's desire to be more than just another face at the track. Along the way, his Intrepid chassis changed the way prototype cars were designed. Miller had built his financial base through Miller Travel Inc. (MTI), one of the country's largest travel agencies. A part time Trans-Am driver, Miller moved up to prototypes in 1989 with a Chevrolet Spice, founding two companies in Wixom, Mich., for support. Pratt & Miller (with Gary Pratt) built the cars, and Miller Racing campaigned them.

Miller quickly found out what was needed. "To be competitive," he says, "you had to have a unique car." He hired noted design engineer Bob Riley to design that car and South African Wayne Taylor to drive it.

Meanwhile, Chevrolet invited Tommy Kendall to drive a Spice in 1990. "Chevrolet was giving them [Spice] engine support," says Kendall. "As one of their customers, they asked that I drive the car." Kendall and his EDS sponsorship joined with Miller's team for 1991 to make a team with 45 employees.

Design of the Intrepid actually began a decade earlier, when Riley developed his ideas for a new type of rear-engine, high downforce car in a series of sketches. "Eight or nine years before the Intrepid was built, Bob showed me drawings of the concept," says Gary Pratt. "It almost got built in 1988 [by Protofab], but that fell through. Everybody felt that this thing was going to have too much drag. We really didn't worry that much about the drag; we were totally concentrating on downforce."

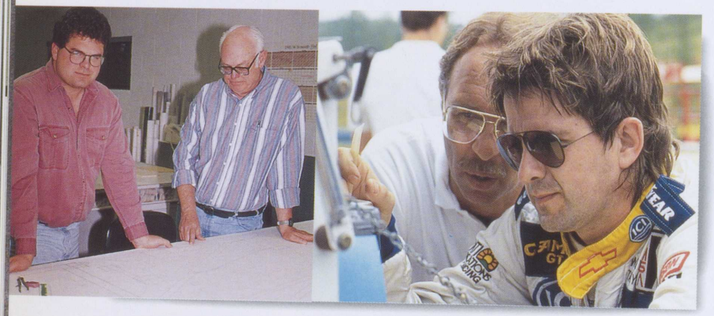
Miller wanted to build the car, originally called the RM-1, around the Judd Formula One V-10 motor. But IMSA was pushing the stock block, so Miller went with a Katech-prepared 6.5-liter splayed-valve 800 horsepower Chevrolet with the Gen III engine management system.

Early in 1991. the full-size car was taken to the GM wind tunnel for aerodynamic fine-tuning. It was learned that the downforce crushed the tires. Tire pressures were increased.

The entire car was designed as a wing and could pull in excess of 3.5 Gs. A driver's head support was needed. "The car was mechanic-friendly," says Pratt. "The tub was actually in three sections. You had a main tub, and you had side pods that were bonded on. They were mounted to the main tub and were actually the outer body skin. But they went all the way back to the rear of the engine and were a structural part of the car."

A three-day test was done at Arizona's Firebird

OPPOSITE: Wayne Taylor leads No. 48 Lights-leader Parker Johnstone; No. 33 Perry McCarthy, who set the fastest race lap; Tommy Kendall's Intrepid, and second-place finisher Brabham through the rain-soaked streets of New Orleans. Taylor could not stay for his victory dinner as he was committed to race at Le Mans the next weekend. (Hal Crocker) **ABOVE:** This preliminary scale model shows the high-downforce lines that defined the Intrepid and were later repeated in the Riley & Scott Mk. III WSC car. (Gary Pratt)



LEFT: The father and son design team of Bill (left) and Bob Riley (right). (Gary Pratt)
RIGHT: Wayne Taylor tested the first Intrepid and stayed with the Intrepid program through various teams until the end of the series. (Alan Calhoun, RJ Reynolds)
OPPOSITTE: With the nose section removed, the Intrepid reveals what was then the latest technology in carbon-fiber chassis assembly. Note the rectangular brake ducts located on either side of the radiator's air intake. (Gary Pratt)

Raceway in February 1991. "It was goosebump time," says Jim Miller. "The car was extraordinary. We'd spent a lot of money and a lot of time. There was no way I was going to wait."

Taylor first raced the car at West Palm Beach March 3, 1991, and finished second. Miller recalls two impressed NPTI crewmen saying, "We've decided that NPTI now means 'Need to Purchase Two Intrepids.' "

The superiority of the Intrepid created a problem. Chevrolet was supporting Kendall, and he was in the older, slower Spice. A second car was quickly built.

Kendall got his Intrepid for Round 7 at Lime Rock. "It was a phenomenal car," says Kendall. "Right out of the box I sat on the pole and broke the record by something like 2.4 seconds." He lapped everyone but the Nissan, including his teammate Taylor, until they came together. Taylor continued, but Kendall needed help in restarting, putting them back to fourth and fifth at the finish. The pair took second and third in Round 8 at Mid-Ohio. Taylor was on the pole for Round 9 at New Orleans and led the most laps through blinding rain to take the win. "The Lime Rock incident was a major problem for the team," says Taylor, "but New Orleans was just fantastic."

The car's high downforce and chassis strength were both displayed at Watkins Glen on June 30, 1991. On the straights, the Intrepid was turning 178 mph, while the Porsches were hitting more than 212 mph, yet Kendall lost the pole by less than half a second. Kendall started third. While racing with Brabham, a rear hub broke. The car shuddered, pirouetted, then rotated into the fence. The car was seriously damaged, and Kendall suffered two broken legs that put him out of racing until Miami 1992. Kendall was alive because the chassis held.

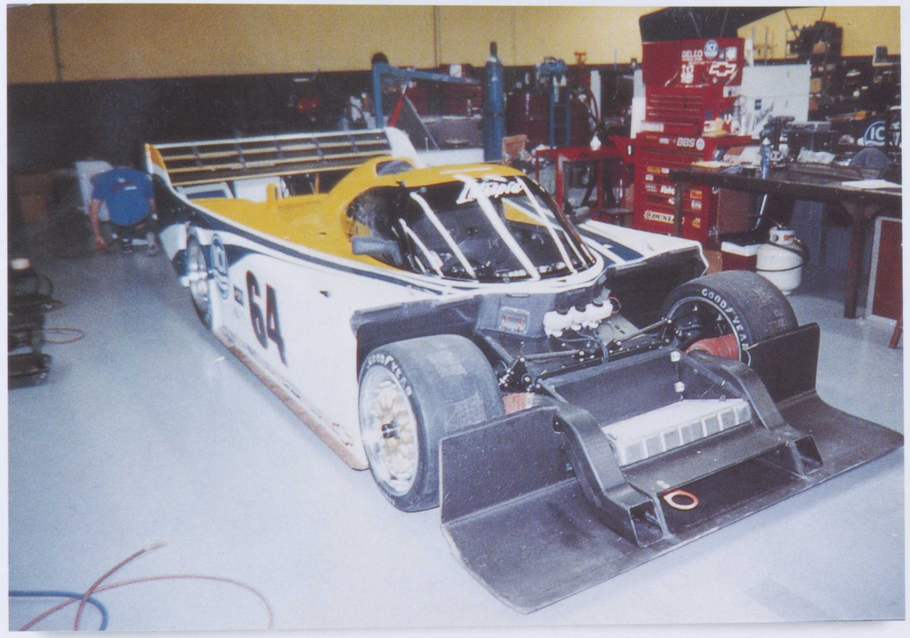
"Everyone was devastated," says Pratt. "With carbon fiber, instead of having one big failure at one place, it kind of starts to fail, and as pieces break off, your structure is still there, so they just keep failing."

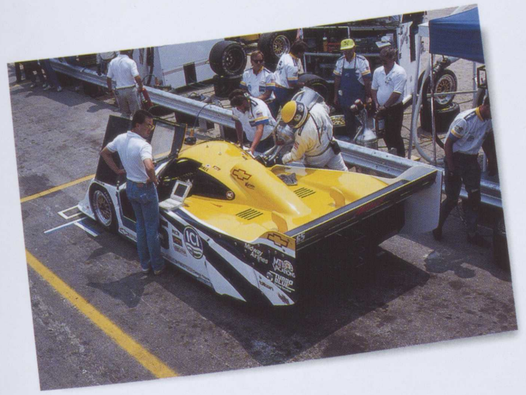
Four Intrepids were produced in all. Two the first year for the Miller team, with a third as a replacement, the fourth in 1992.

Miller looked for customers but found no takers. "We were supposed to get the first car done for about $400,000," says Pratt. "I think it was $900,000. There was a whole lot of interest being generated, but that crash at Watkins Glen really hurt.

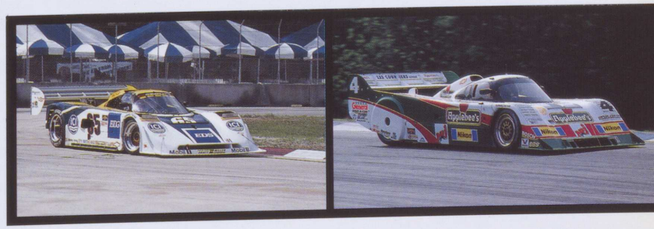
"The car weighed 1,850 pounds. At 170 mph, it would weigh like it was 10,000 pounds, which was much more of a load than we ever expected. Two weeks after the crash, the uprights were redesigned to accept bigger hubs." There were no more failures.

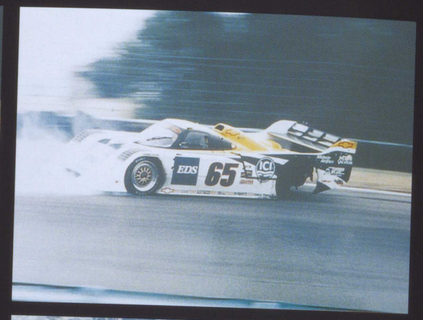
Chevrolet announced that for 1992, it would support only the Kendall car. With sponsorship from

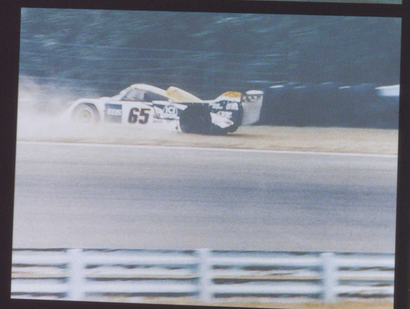


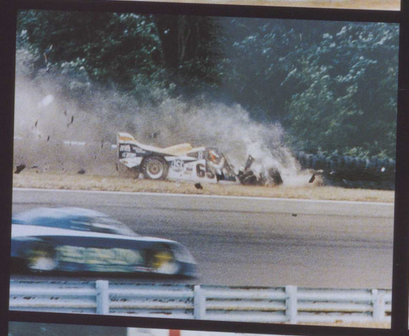


LEFT: Tommy Kendall looked like the man to beat at Lime Rock in 1991 when he set the fastest qualifying and race lap. Contact with his teammate, Wayne Taylor, led to a fifth-place finish and disruption within the team. (Hal Crocker)
BELOW LEFT: Jim Miller began racing in the GTP series with a Chevrolet-powered Spice. Tommy Kendall started from the pole in the developed Spice at the 1991 West Palm Beach race, but finished fourth. The new Intrepid set fastest lap and finished second. (Hal Crocker)
BELOW RIGHT: Francois Migault and Hugh Fuller finished third at Road Atlanta in 1992 in a Tom Milner Racing Intrepid, two laps behind Jones and Kendall. Wheel covers were tried at several tracks that placed a premium on handling and where time lost in tire changes would not be a factor. (Hal Crocker)



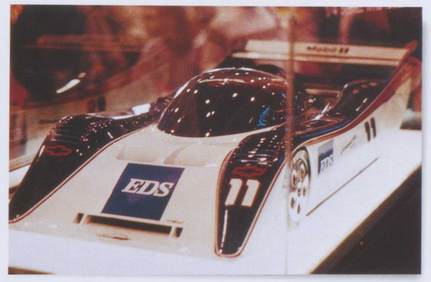






Sixty laps into the 1991 Watkins Glen race, the left rear wheel hub broke, slamming Kendall into the tire wall. Both his legs were broken, but he survived a crash that probably would have been fatal in a non-composite car. (Tommy Kendall collection)

LEFT: After the 1992 Road Atlanta race, second-place finisher Tommy Kendall (right) and winner Davy Jones (center) share a press conference with the third-place team of Francois Migault and Hugh Fuller. (J. A. Martin)
RIGHT: Chevrolet's original goal was to use the Intrepid as a basis for a new GTP racer. However the program was scrapped, leaving only the "Captain America" model. (Gary Pratt)



Danka office outfitters, Taylor arranged a two-car Intrepid team with Tom Milner Racing, financed by Bruce Barkelew, a Roger Penske wanna-be. Co-drivers were Milner regulars Jeff Purner and Brian Bonner. Promises had been made to Milner by Chevrolet, but when the season started, Chevrolet withheld the Gen III engine management system. Milner acquired the electronic fuel injection system.

Chevrolet was looking to return with a car designed by Chevrolet engineers. A digital scan was made with the Intrepid as a baseline, and a model was presented to the public at the Detroit Auto Show in February 1992. Painted red, white, and blue, it was nicknamed "Captain America."

The program was canceled in March. "Chevrolet got real nervous from the rules because you have a car [XJR-14] there with a Formula One engine and no doors," says Riley. "So they pulled out, and Jim Miller lost interest, too."

Kendall drove for Miller in 1992 with EDS sponsorship, his best finish being a second at Road Atlanta. The last race was at Road America, where Kendall was the first car out. At the end of the season, Miller called it quits. Pratt & Miller was hired by GM to build racing cars, including the GTS championship-winning Aurora.

In association with the Scandia team, Al Unser Jr. ran Milner's Chevrolet GTP at Portland July 26, 1992. Unser was able to stay on the lead lap with the Toyotas until his engine let go on lap 34.

Taylor and Barkelew took the Intrepid into battle in 1993. Taylor started eighth at Miami, where a battery connection came loose, catching the inner body panels on fire. Taylor was aware of the fire, but for six laps, the team kept telling him he was just a couple of laps from the end. A physically wasted Taylor hung on to finish second.

"I had the use of two cars for that year," says Taylor, "and all I had to do was make sure they were insured and delivered back at the end of the season in their original condition. But we all knew what could happen. Bruce wanted the cars to be raced. He wanted us to do a proper job. We finished one race, and every other race we DNF'd. I gave [Barkelew] back his cars better than when we got them."

"The series was so wide open," says Pratt, "that [the winner was] whoever had a better concept, a better idea. But if you didn't have a direction you were going with, or a concept you wanted to do, you were just copying what was out there."

"They (Honda) were happy as expected, but they expected to win. That's why they came to us, because they hoped we'd do a good job."

DOUG PETERSON, COMPTECH COFOUNDER

COMPTECH RACING: YOU RACE THE NICEST PEOPLE

No team dominated its era more than Comptech Racing. In three years the California-based team won 23 of the 37 Lights races (62%) and three manufacturers' and drivers' championships.¶SCCA club racers Doug Peterson and Don Erb Jr. formed Comptech Machine in El Dorado Hills, in 1979, specializing in performance tuning and modifying of foreign sports cars. The partners formed Comptech Racing in 1982, driving Renault Le Cars and Encores before going with Honda. Peterson was the Sports Car Club of America's National GT-4 champion with a CRX in 1985, Honda's first in America. Showroom stock racer Parker Johnstone purchased Peterson's car and drove it to the same championship in 1986.

"In 1986 Honda was launching the Acura line, and they wanted to develop a performance image for the Integra," says Peterson, "so they asked us to prepare the cars, which entailed building the cars and basically running the program for them. The engines were built in conjunction with Mugen, the Japanese performance company owned by Hirotshi Honda, who is Mr. Honda's son."

In 1986 Acura won the IMSA International Sedan manufacturers' title with Peterson winning the drivers' title. The following year Johnstone won rookie of the year as well as the series title and repeated in 1988.

Johnstone, an articulate and religious man who once did stunt driving for the movies and holds a pilot's license, quickly established himself as the lead driver for Comptech.

With the introduction of the NSX in 1990, Acura was moving into a new world of performance, competing with Porsche, Corvette, and Lotus in the marketplace. Acura turned to racing to improve its performance image.

"We first looked at running a GTU effort," says Peterson, "but it would be running against things like the MX-6 and such, and Acura didn't want to compete against that class of car. So what other class could that engine run? Camel Lights!

"In May of 1990 we bought an old used Spice with a Pontiac engine in it. It was chassis No. 4. We hammered a lot of miles at Topeka and Sears Point. Then we entered the car at Del Mar, the last race of the season. Powered by a Pontiac, Parker put the car on the pole and blew everybody away."

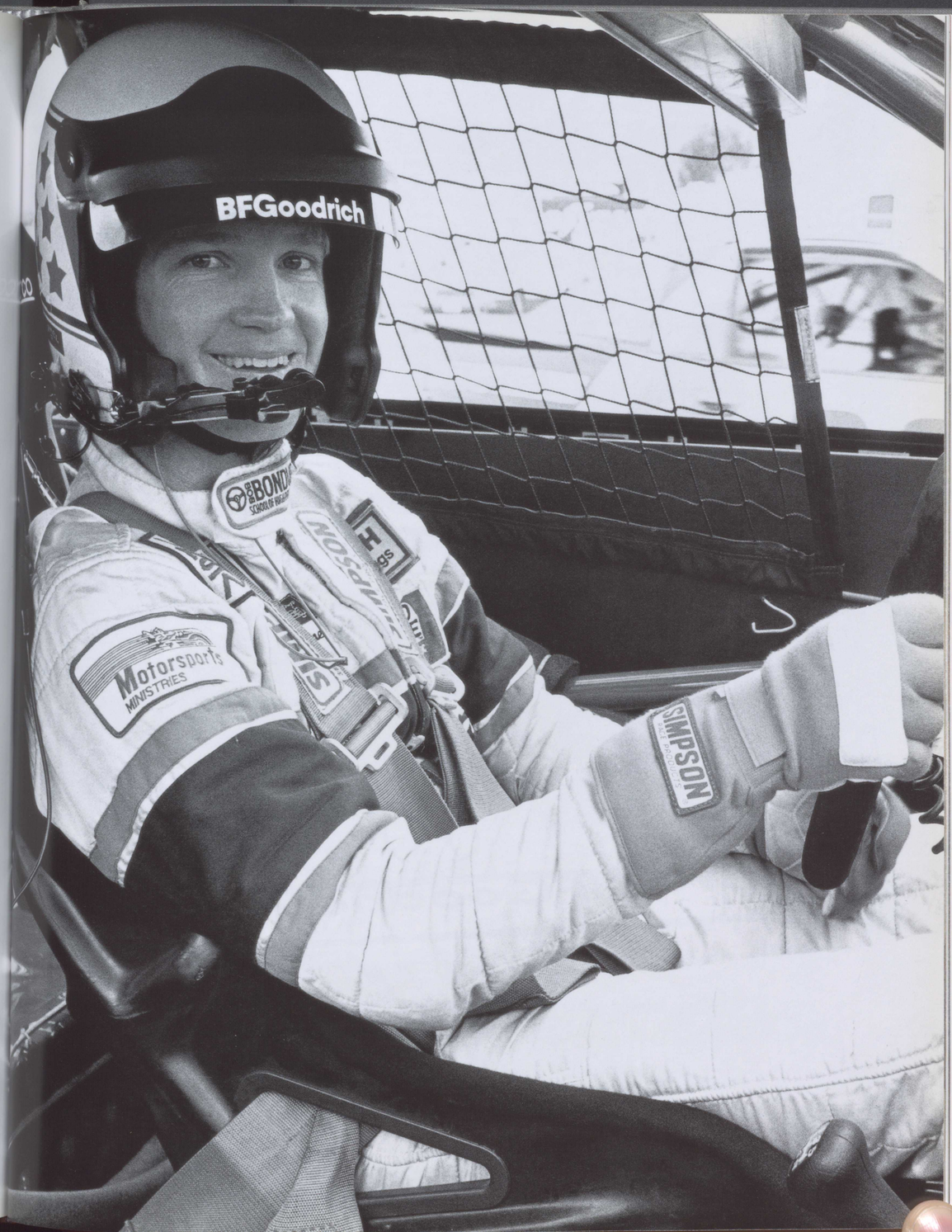
Chris Mellon, who had experience with Spice in Camel Lights, was hired as crew chief.

"We received the [Acura] engine on the 8th of December [1990]," says Peterson, "and we had it ready the day after Christmas. We loaded it on the trailer and headed for Daytona, where we did 900 miles of trouble-free testing. Then we won the 1991 24 Hours of Daytona."

Comptech scored eight class wins in 14 races in 1991. Johnstone won the Lights drivers' championship, and Mellon was Technician of the Year.

A second Spice had been ordered in November 1990. "That was about the time that Spice was going

OPPOSITE: Three-time Lights champion Parker Johnstone. (Hal Crocker) **ABOVE:** Comptech gained national racing attention for the Acura Integra with championships in the IMSA International Sedan series in 1986, 1987, and 1988. Johnstone is shown here at Summit Point. (J. A. Martin)



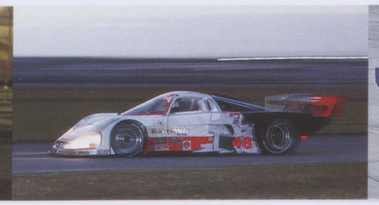
belly up," says Peterson. "They went into receivership in early 1991, and we almost lost our car. It was solely due to the tireless efforts of Julian Randles, Spice USA, that the car was finished and delivered to us. Finally we got it in July of '91."

Two Acura-powered Spice cars were prepared for the start of the 1992 season at Daytona. The team of Johnstone, Dan Marvin, Jimmy Vasser, and Steve Cameron won their class by 27 laps. By season's end Comptech had eight class wins and took both the Lights drivers' and manufacturers' titles. Johnstone had taken every Lights pole.

During the 1992 season an order was placed for a third Spice chassis. "No. 4 was past its prime and had had it," says Peterson. "The floor on the old car had delaminated and had been patched together."

Comptech and Honda gave serious consideration to moving up to GTP for 1993. "We went to look at several chassis," says Peterson. "We looked at the XJR-14 chassis

OPPOSITE: By the end of the 1991 season at Del Mar, a second Spice was added. Parker Johnstone, No. 49, leads Ruggero Melgrati, No. 48. Johnstone won for the eighth time. Melgrati was third in class. (Hal Crocker)
ABOVE: Three times Johnstone (left) and Doug Peterson (right) were rewarded with the driver's and manufacturer's titles in the Lights class. (Hal Crocker)
BELOW LEFT: Parker Johnstone, Doug Peterson, Steve Cameron, and Bob Lesnett debuted the Lights Acura-powered Spice at Daytona in the 1991 24-Hour race. (Hal Crocker)
BELOW CENTER: By early morning, despite body-damaging contact, the Acura Spice was leading its class. (Hal Crocker)
BELOW RIGHT: For 1993 the Brix team was added as a second Acura team. Bob Earl, Jeremy Dale, and Bob Schader finished second in class behind the Comptech Spice at Sebring. (Hal Crocker)



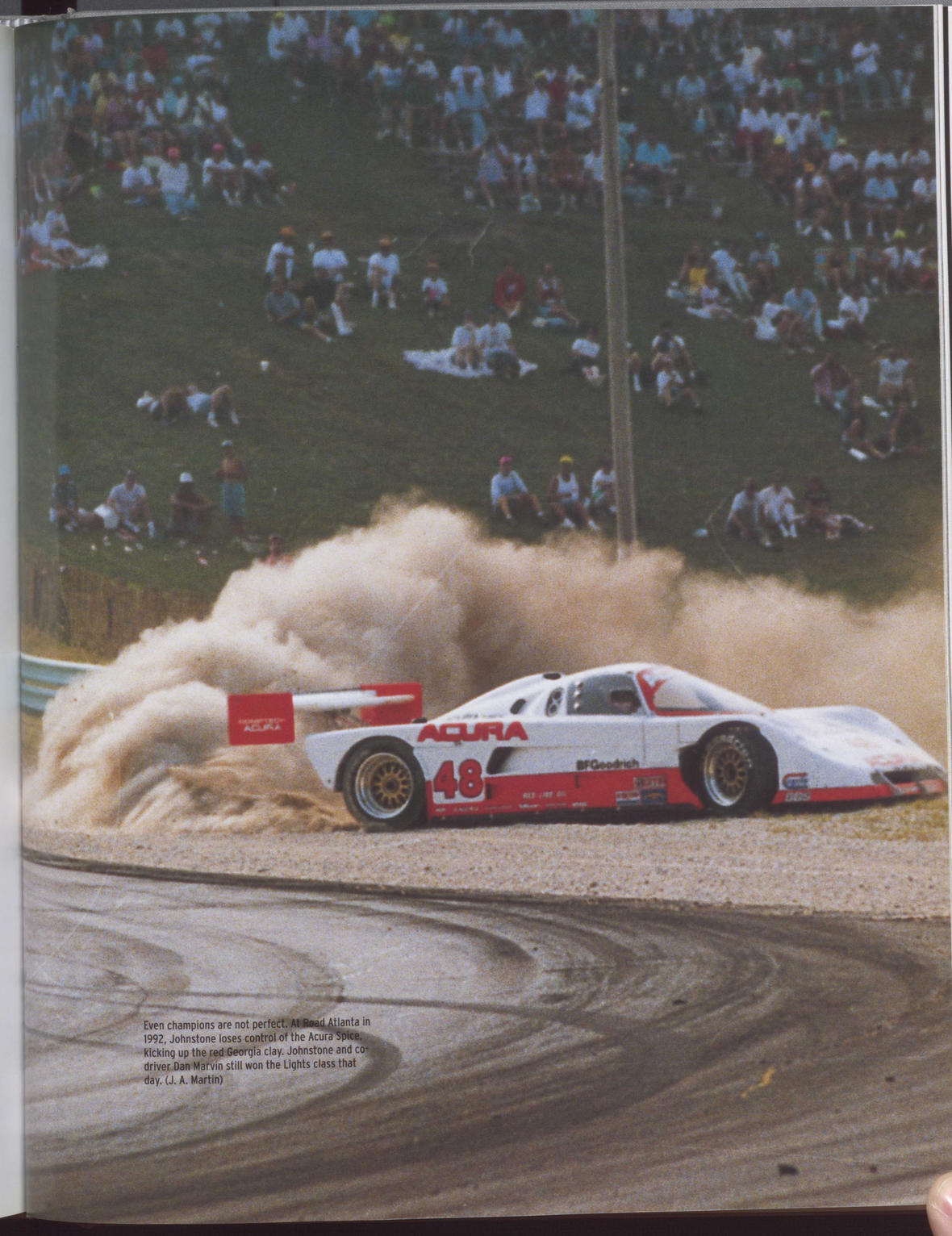
ABOVE LEFT: In its first race the Comptech Acura Lights team enjoyed the thrill of winning. There would be many more such celebrations. (Athene Karis, BF Goodrich)
ABOVE RIGHT: Parker Johnstone and Comptech use Honda power in CART racing in 1994, shown here at Vancouver. The first Honda motors were heavy and underpowered. By the time the Honda was developed to win championships in the late 1990s, several other better financed teams had switched, and Comptech withdrew from the series. (John Clark)
BELOW LEFT: In 1993 Comptech received the latest Spice, distinguished by the narrow cabin and sculptured tail, for which Comptech provided a new paint scheme. At Mid-Ohio the No. 49 of Parker Johnstone and Dan Marvin finished first in the Lights class and fourth overall. (Hal Crocker)
BELOW RIGHT: Before the final series race at Phoenix in 1993, the championship crews of Toyota and Acura pose for a group shot. Fangio and Johnstone kneel between their cars. Both drivers and teams would lead their respective companies into CART, then both would be supplanted as their respective manufacturer's programs grew successful. (Tim Rempe)

and the Allard. We actually got fairly involved with Allard as it was being built by the same people who owned Spice. We were going to put a V-10 Honda Formula One engine in it, but it just fell apart, partly because IMSA was just falling apart."

At the end of the 1992 season Lights rule changes allowed the Buick V-6 an increase from three to 3.4 liters to meet the challenge from Acura. The Brix team (owned by Colorado attorney Harry Brix and managed by Dave Simms) was signed as a second Acura team. Comptech supplied the motors.

Neither Honda team finished at Daytona. But after that a Brix or a Comptech Acura Spice was the winning car for every race for the remainder of the 1993 season. Acura easily won a third manufacturers' title with a third drivers' title for Johnstone.

The 1993 season was the last year in IMSA for Comptech, and in 1994 it continued its association with Honda by running a Honda-Lola in the Championship Auto Racing Team's IndyCar World Series with Parker Johnstone as its driver. The 1998 campaign was Comptech's last year in racing, and Parker Johnstone has gone on to a new career, providing race commentary for CART telecasts.



Even champions are not perfect. At Road Atlanta in 1992, Johnstone loses control of the Acura Spice, kicking up the red Georgia clay. Johnstone and co-driver Dan Marvin still won the Lights class that day. (J. A. Martin)

CHAPTER 44

"When the decision was finally made to run GTP, we realized that we couldn't invest the money Nissan and Toyota were putting in."

DICK ST. YVES, MAZDA MOTORSPORTS MANAGER

MAZDA: WHAT GOES AROUND COMES AROUND

Automobiles from the Japanese company of Toyo Kogyo Kaisha Limited began arriving in the United States in 1970. In 1984, the name of the company, which had been producing everything from machine tools to cork since the '20s, was changed to Mazda. ¶Serious Mazda racing began with the Wankel rotary engine. Toyo Kogyo had acquired the Japanese production rights in a deal with German manufacturer NSU. The first race for a 10A twin-rotor Mazda was at the Nurburgring in 1968. From 1983 with the 13B-powered 717C , the first specially built Mazda race car, through 1991 with the Le Mans-winning four-rotor car, Mazda competed in the international Group C series.

Beginning in 1981, Mazda pushed for greater involvement in American racing to increase public awareness of the performance capabilities of the rotary-powered cars. RX-3s, under the direction of motorsports manager Damon Barnett, dominated the IMSA Radial Sedan series through the early 1980s. With the RX-7, Mazda made GTU champions of Jim Downing, Roger Mandeville, and Amos Johnson. Downing went on to win three successive Camel Lights championships from 1985 through 1987 in a Mazda-Argo.

In 1989, Mazda Motorsports competition manager Ken Kinoshita appointed Dick St. Yves head of motorsports in North America. "I had a zero racing background when I got involved," says St. Yves, who had previously worked in sales and marketing for Mazda. Says driver Pete Halsmer, "St. Yves was a positive influence to get Mazda interested. He knew how to work within the company."

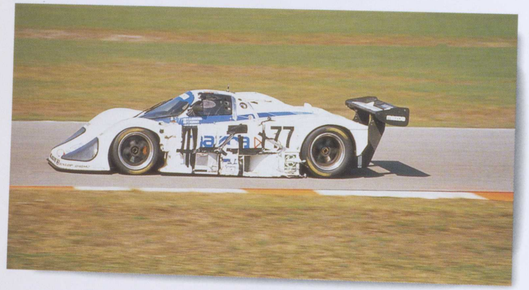
St. Yves's first action was to provide identical blue-and-white uniforms to supported teams in order to impart a sense of pride and professionalism. When the factory team arrived at Daytona for the 1989 24 Hours with a MazdaSpeed 767B, a GTP car with a new 13J four-rotor motor that put out 600 horsepower, people realized that Mazda was serious about racing. Handled by Elliott Forbes-Robinson, Yoshimi Katayama, and Takashi Yorino, the 767B finished fifth in the 24 Hours.

Lee Dykstra had begun design work on the GTP in late 1990. St. Yves announced the program in February 1991, and the public's first view was a model at the 1991 finale at Del Mar.

The R26B four-rotor, three-spark-plug motor that powered the 1991 Le Mans-winning Mazda was rated at 620 horsepower at peak rpm. But race cars seldom are at peak, and at lower rpm, the Mazda was at a disadvantage by as much as 200 horsepower to the piston cars.

OPPOSITE: From the beginning there were problems with heat generated by the rotary motor, as shown here at the 1992 debut at Road Atlanta. IMSA sound restrictions forced extensive baffling to keep it down to a dull roar, which caused heat buildup. Eventually the problem was kept in check with changes in materials and airflow. (J. A. Martin)

LEFT: In 1989 Mazda Motors entered a 767B in the Daytona 24-Hour race. Elliott Forbes-Robinson and Japanese drivers Yoshimi Katayama and Takashi Yorino finished fifth with damage. It was the first competition use of the four-rotor motor. (Lee Self)
RIGHT: In 1991 Mazda became the first Japanese car company to win at Le Mans. They used the same four-rotor motor used in IMSA. Because Le Mans rules were less restrictive on noise there was less exhaust baffling, which resulted in an increase in power. (Ken Wells)



"You spend much more time going up and down [through the gears"], says Halsmer, "so the average horsepower over that range is much more indicative of performance than peak horsepower."

Dykstra asked Randy Wittine to design the body and to emulate the lines of the all-new RX-7 as much as possible. A one-eighth-scale model was used for wind-tunnel tests at the University of Michigan. The final model was sent to Mazda management for approval.

The first driver fittings were made in late 1991. In early 1992, the first four-rotor GTP car, designated the RX-792P, was ready for testing. At 1,750 pounds, it was a featherweight by prototype standards.

"The potential of that four-rotor was just an unknown characteristic," says Tom Seabolt, who was IMSA technical director in 1991 when Mazda won the GTO championship. "At times it was phenomenally quick, and at others it wasn't. When people saw what was happening in GTO, they foresaw what might come down the road in GTP."

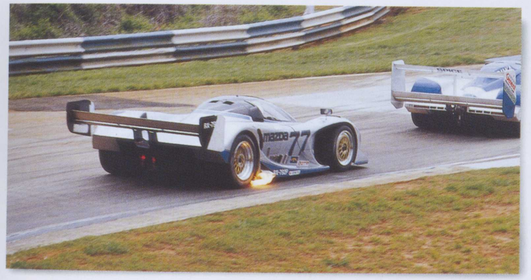
Charlotte Motor Speedway was convenient to Max Crawford's shop, and the team tested on the infield road course. Other tests were done at the three-eights-mile paved oval track in Hickory, North Carolina, running clockwise because of the fuel pickups. Hickory officials were amused by the sight of the little prototype running "backwards."

The new GTP car was entered at Miami and Sebring in 1992 but was withdrawn because of teething problems. "We had two problems," says Halsmer. "The first was getting the sound level down to where IMSA wanted it. To do that required a lot of muffler. When you put a lot of muffler on a Mazda, you get tremendous heat, and the Mazda motor tends to flash unburned fuel through it—particularly when you're trying to make that much horsepower—and that fuel tends to collect in the large muffler."

Unable to solve the heat problem, the solution was to reduce its effects. Composite parts were replaced with metal parts. Airflow was increased within the body. "We used all kinds of aerospace heat barrier materials and added cooling ducts and fins," says Crawford. "The latest version had lots of louvers and ducts for air going in to induce air flow. The car was originally sealed off."

Two RX-792Ps were entered at Road Atlanta in April 1992 for Cobb and Halsmer. In a Friday practice, Halsmer crashed No. 78. The car went onto its roof, and Halsmer

LEFT: Cobb started Road Atlanta from ninth position and was, despite several visits to the pits, running at the finish in fifteenth place. (J. A. Martin)
RIGHT: By Phoenix louvers were added to the nose and fenders. Cobb began fifth but withdrew at 107 laps for a gearbox failure. Cobb finished eighth in points with a second and two fourths. (Hal Crocker)



was taken to the hospital with a sore back and neck. Although the accident looked bad, the car sustained little damage.

Halsmer did not think his injuries were severe, but the next day he experienced breathing problems and checked into an Indianapolis hospital. One of his lungs had collapsed. He was treated and released within a few days.

"When the cars have an accident, there is no folding of material because it's real, real stiff, and people get little things like their lungs ripped away from their rib cage," says Crawford. "Where a steel roll cage would bend and need to be replaced, the carbon fiber doesn't."

Price Cobb started ninth in the remaining car (No. 77) but had to stop for a rear wing repair following a first-lap melee triggered by Geoff Brabham, who spun on cold tires in the No. 83 Nissan. Cobb finished 15th, 19 laps behind Davy Jones's winning Jaguar.

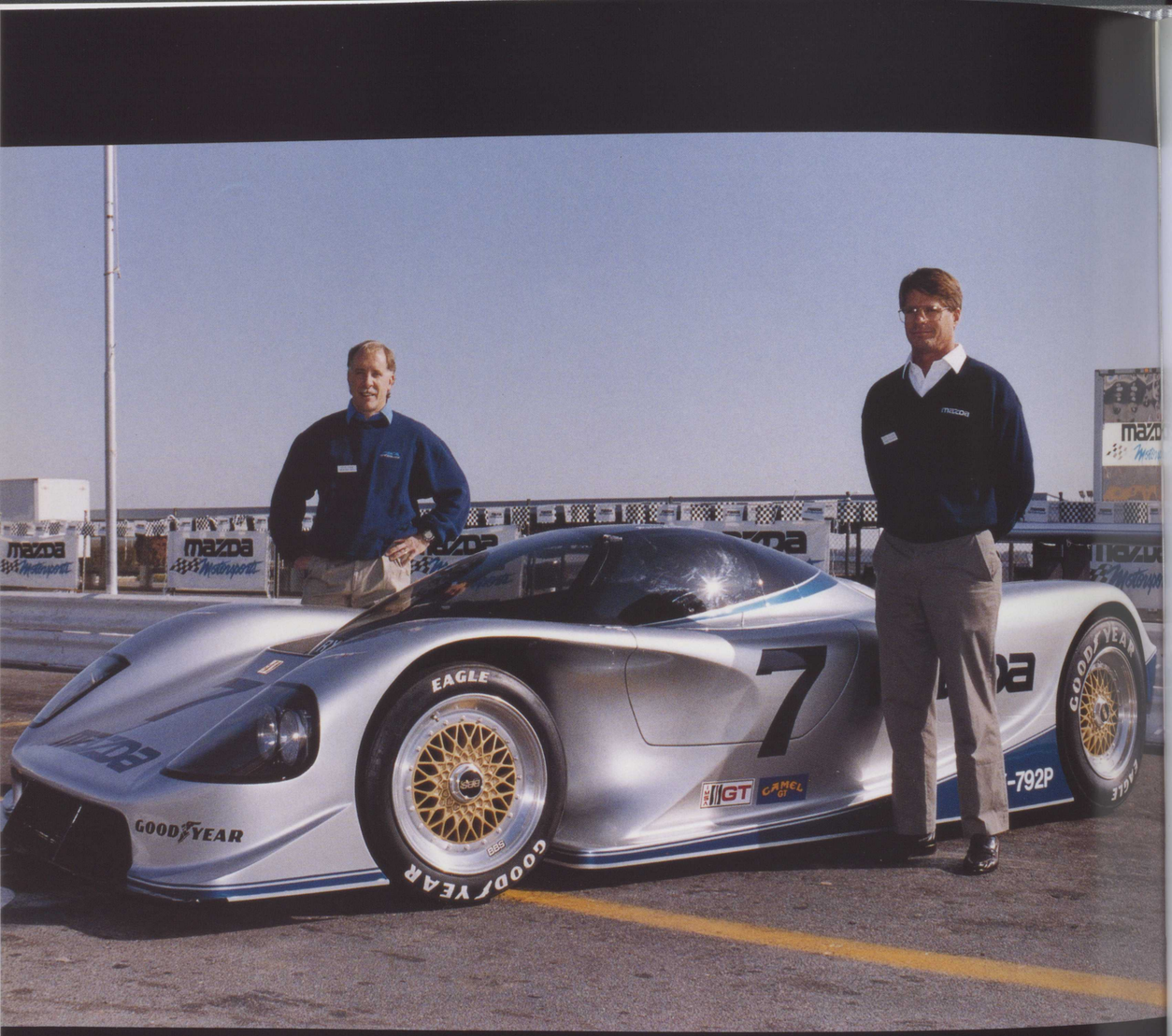
Halsmer and Cobb placed third and fourth at Lime Rock on Memorial Day, and at Mid-Ohio the following week, Cobb placed fifth and Halsmer ninth. At New Orleans on June 14, Halsmer hit the tire wall on lap 28, two corners from the pits, and Cobb hit Halsmer, bringing out the only full-course yellow of the day. Cobb finished 16th, and Halsmer was a DNF. Cobb made amends two weeks later at Watkins Glen by finishing second behind Fangio's Toyota, but Halsmer was a DNF when the No. 78's alternator seized.

By midseason, the cooling efforts were showing results. A combination of material changes and improved airflow made heat a minor problem. One of the materials was the same used on the exhaust vanes of the Russian MIG-29.

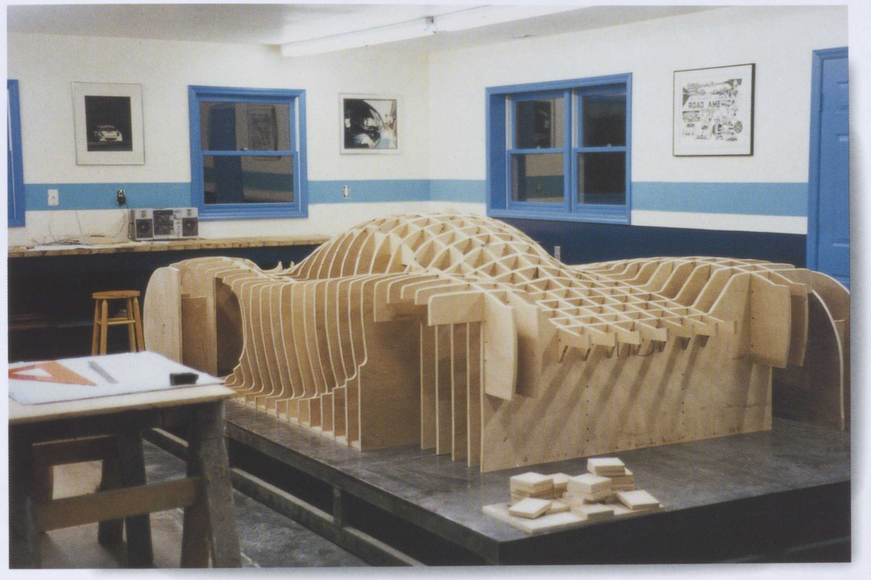
At Laguna Seca on July 19, Halsmer was seventh and Cobb was 15th. Both were DNFs at Portland July 26, and at Road America August 9, Cobb placed fourth and Halsmer fifth. Only one Mazda took the green at Phoenix International Raceway on October 4 after Halsmer tore up the No. 78 in practice. Cobb was a DNF; the No. 77 suffered gearbox failure.

The season finale, Von's Grand Prix of San Diego at Del Mar, saw two more DNFs for Mazda. "We ran into bad luck at San Diego," recalls St. Yves, "and we said 'Hey, let's go home and get this thing ready and come back out next year.' "

The racing program came to an end when the Japanese economy, affected particularly by weak automotive sales, began to go soft. Mazda chairman Kenichi



ABOVE: Drivers Price Cobb (left) and Pete Halsmer (right) proudly stand beside the display model car. The race cars were custom fitted for both drivers because they would not be entered in endurance events that required changing drivers. (Mazda Motorsports)
LEFT: Pete Halsmer, shown here at Road Atlanta, won the 1991 IMSA GTO driver's title with a Lee Dykstra-designed RX-7 with the four-rotor motor. (Ed Clayton)



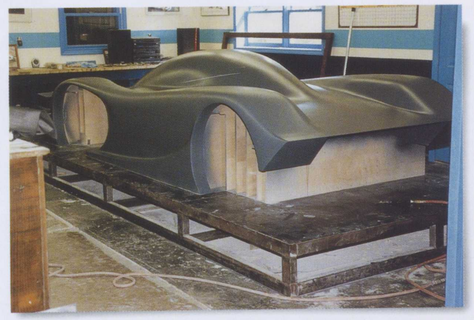
Yamamoto, an advocate for specialty cars, resigned in December 1992.

"What seemed to happen was that Sonny Sunaguchi, acting president at the time, received a fax from Europe stating that they were pulling out of racing in Europe," says Cobb. "But no one said to pull out of racing in America. But he was not a race fan, and he saw it as an opportunity to pull out of racing over here. And because they were big on the saving face stuff, no one would go back on the decision.

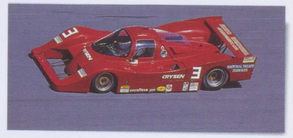
"The amount of money Mazda was spending was infinitesimal compared to what the others were spending," says Cobb. "It was a very well-run package. Here's a great way to bring Mazda before the American public, to show what they were capable of, and they stopped it."

As recognition of the Mazda effort, chief mechanic Mark Olson was awarded GTP Technician of the Year.

The three running cars were officially retired, but Crawford reports that he has received orders for rear wings from Japan. One rumor says the cars were being used as test platforms for development of a W-12 motor.



TOP: Randy Wittine's form for the Mazda RX-792P began as a series of flat wooden panels in the North Carolina shop of Max Crawford. (Max Crawford)
BOTTOM: First with clay, then plastic, the shape panels create the body contours for the "buck" from which body panels were molded. (Max Crawford)



ONE OFFS: CARS THAT ADDED CHARACTER

In contrast to the well-supported, successful teams that made up the prototype series were many cars that made only a minor ripple. Many were almost forgotten, except for grid sheets to prove they had been there. But each different design and approach to technology added spice to the unique mix that was the series.

RONDEAU

In 1980, with co-driver Jean-Pierre Jaussaud, Jean Rondeau won Le Mans in a car of his own design and that bore his name. With the advent of GTP, Rondeau brought his cars to America.

Golden Eagle Racing entered two Rondeau Cosworth 382s at Daytona, but neither finished. The Le Mans-winning Cosworth ultimately lacked power and by Riverside had been replaced by a Chevrolet V-8. In the late season races, a Rondeau finished third once and fourth twice.

Like many flat-bottom Group C cars, the Rondeau lacked the downforce and power application characteristics associated with ground effects. Despite its light weight, the Rondeau could not match the handling of the newer GTP designs.

GRID

Ian Dawson hired Geoff Aldridge to build a Cosworth DFL-powered car for Group C. Dawson campaigned the car with Giuseppe Risi, and the GRID name was cobbled up from letters in their names. The program was underfinanced and at 907 kilograms, the car was heavy and had little success in Europe.

Encouraged by Fred Stiff, who had driven the car at Brands Hatch in England, Dawson brought the car to IMSA. The first race was at Road America in 1982. With Emilio de Vilotta, the car started sixth, ahead of another debutante, the Group 44 Jaguar.

Dawson brought South African Desire Wilson to drive his Atlanta-based GRID, making her the first female GTP driver. Wilson said, "It was quite a remarkable car because it was the first of a very radical ground-effects package. But it almost had too much ground effects. It was slow in a straight line because it was being sucked to the ground. It placed too much drag on the car, but it was fantastic in the corners." The GRID was another car that was intended to be a customer car but lacked funding.

The most successful finish was Road Atlanta in 1983 when Tom Sneva and Skeeter McKitterick finished fourth overall. The following race, Riverside, was the last for a GRID Plaza S-1 Cosworth because Dawson was moving to run Ford's GTP program.

Englishman Dudley Wood installed a Porsche 935 motor in his GRID. It was the slowest car in the field at Miami in 1983 and did not complete a lap. Charles Ivey, who installed the motor, called the entire program "a total disaster." Steve and Tom Shelton tried to qualify a GRID S-1 but never succeeded.

OPPOSITE: The Rondeau Cosworth at the Daytona 24 Hours in 1982. (Hal Crocker) **ABOVE:** The Grid Plaza S-1 Cosworth tests at Daytona in December 1982. (Hal Crocker)

HARRIER

Lester Ray designed and built the RX83C in 1983. At 706 kilograms. the car was a lightweight. When JQF Engineering took over production of the Harrier, support for professional race programs was curtailed.

In 1985 Tom Hessert began his racing career in Lights at Charlotte with a British-built Mazda 13B Harrier with co-driver Steve Durst. The pair qualified 24th but dropped out at lap 84. At Watkins Glen they finished 15th. Their Pocono race lasted only 16 laps. After three races Hessert moved to a Tiga of Essex Racing. (Hal Crocker)

GEBHARDT

Fritz and Gunther Gebhardt moved into sports-car racing with the C-2 class JC843 designed by Bill Harris and Gunther. Two C-2 versions were produced, one with a two-liter BMW and one with a DFV Cosworth. Both used March suspension parts.

The JC843 was designed for the long, high-speed straights of Europe but was ill equipped for American street circuits.

The DFV model was brought to Sebring for the 1985 event with George Schwarz and Gebhardt regular Frank Jelinski. A crash ended their race at the 22nd lap.

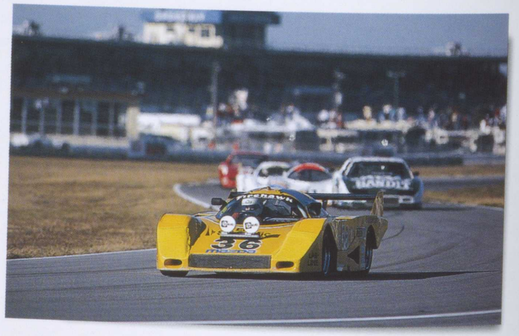
A Gebhardt did not return to IMSA until 1987, when one was entered by Alf Gebhardt's Gebhardt USA, an Oklahoma BMW dealer that was not related to the team. Power came from a two-liter BMW Formula Two motor. The Joest team, headed by Harris, ran the car for the first few races. The car lasted 236 laps at Daytona then was entered at Miami, Sebring, and Road Atlanta but recorded no finishes and did not complete the season. Miami 1988 was the last race.

With no outside sponsorship, Alf Gebhardt closed down his shop. Most of the financial backing of the team had been provided by local patronage for individual races. Afterward the car stayed at Tulsa.

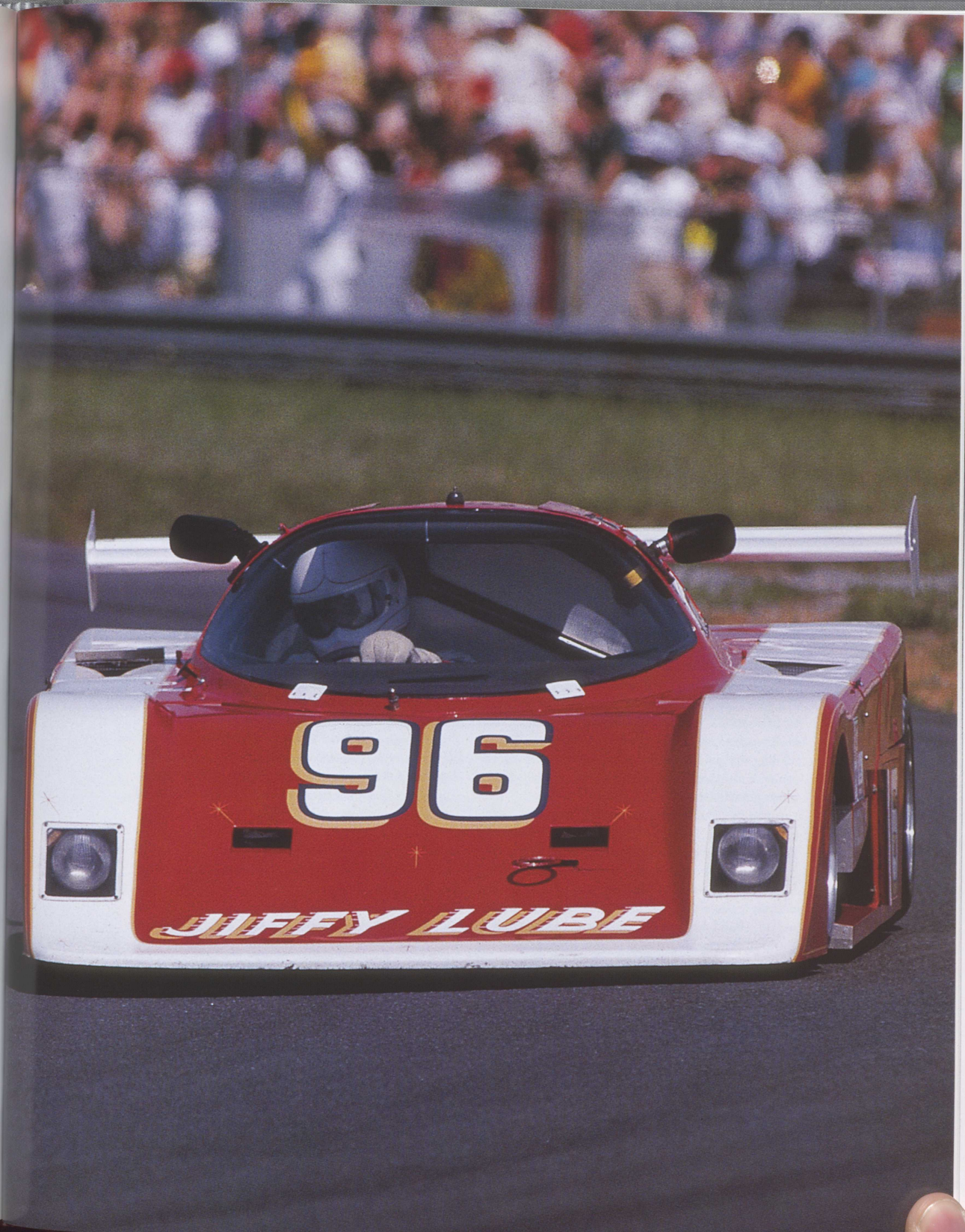
BADGER

Frank Jellinek and John Grooms entered Pierre Honneger's Mazda GTP at Road America for the 1986 race. They renamed the car after their alma mater's mascot, the University of Wisconsin badger. Backed by Erie Scientific, the car finished 18th overall, and eighth in Lights. This was followed by a 15th at Watkins Glen.

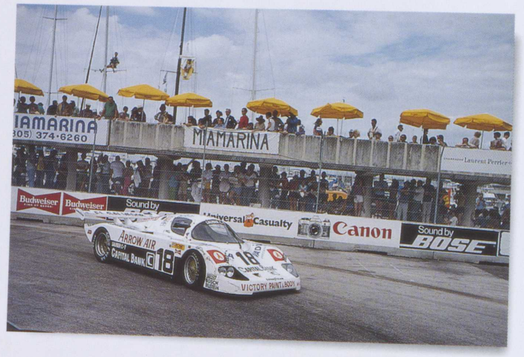
The Badger returned to start the 1987 season at Daytona with a 14th-place finish, third in Lights. At Sebring the Erie Scientific car was a Mazda-powered Royale. Jim Dentic brought the Badger out for the Road America race, but lasted only 21 laps.

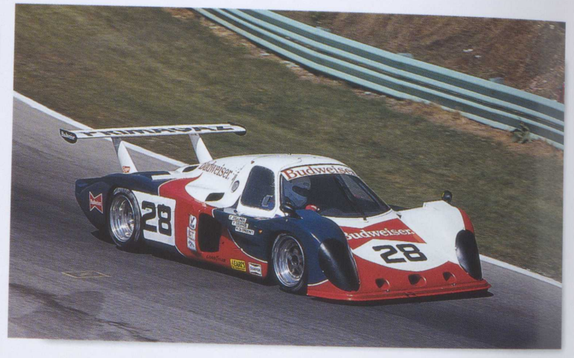


OPPOSITE: Tom Hessert in the Harrier at Charlotte in May 1985. (Hal Crocker)
ABOVE LEFT: The last race for the Gebhart BMW Lights car was Miami in 1988. (Hal Crocker)
ABOVE RIGHT: The Badger at Daytona in 1987. (Hal Crocker)



LEFT: The Sauber BMW at Miami in February 1984. (Hal Crocker)
RIGHT: The Cougar C01 at Road America in August 1984. (Hal Crocker)





SAUBER

IMSA encouraged European teams to race within the IMSA rules. The new Sauber company was looking for customers, which made for an apparent match.

In the early 1980s the Swiss company manufactured C-1 sports cars, most fitted with the DFL Cosworth motor. The 1983 C7 model was designed by Rudiger Faul, built as a sheet metal monocoque and powered by BMW's 3.5-liter straight six. An IMSA team of Tony Garcia, Diego Montoya, and crew chief Albert Noan captured a ninth-place finish at the car's Le Mans debut.

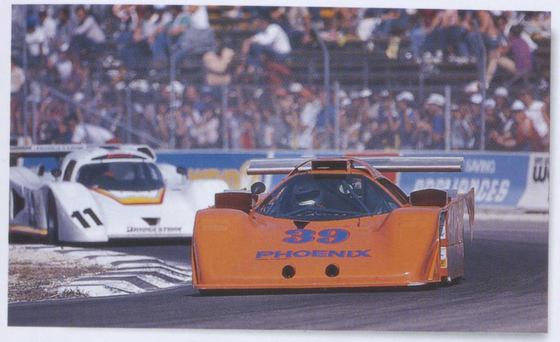
Noan brought the No. 18 car to Daytona under the guise of Fomfor Racing for the start of the 1984 season. With Montoya, Fomfor finished 22nd followed by a 10th at Miami, a DNF at Sebring, then seventh at Road Atlanta. The car crashed at Riverside because it was noticeably underpowered. A 5.8-liter Chevrolet was added in the rebuild for Group C at Mosport and IMSA at Daytona. An eighth-place GTP finish helped Chevrolet take the manufacturer's title. The Sauber Chevrolet came out once more to run 65 laps at Miami in 1985.

COUGAR/COURAGE

Yves Courage began making sports cars in 1982 under the Cougar name. The model Cosworth DFL-powered C01 was notable for its weight of only 808 kilograms. After running the Cougar at Le Mans with Brian Redman, American John Jellinek persuaded Courage to enter the C01 at Road America in 1984. With Budweiser sponsorship, the pair completed 49 laps before the rear wing fell off at nearly 200 mph, causing an accident that nearly destroyed the car. Alain de Cadenet joined in the rebuilt Cougar to finish ninth at Watkins Glen. Afterward Jellinek returned the car to Europe.

In 1992 Courage returned to Daytona with two Porsche-powered cars that bore his name. The No. 13 car driven by Bob Wollek, Pascal Fabre, and Lionel Robert was involved in an accident on lap 387. The No. 12 car of Francois Migault, Thomas Lopez, and David Tennyson had already retired on lap 220. It was the last pre-World Sports Car appearance by a Courage.

LEFT: John Gunn in the Phoenix at Miami in February 1985. (Hal Crocker)
RIGHT: The URD at Daytona in February 1988. (Hal Crocker)



JG/PHOENIX

Former CanAm racer John Gunn built his Phoenix Race Car company in Sebring, Fla., and ran primarily in local races. The JG-1 was first raced at the fall 1982 Daytona event. The No. 39 raced at Miami, Sebring, Charlotte, and Daytona with crew chief Buddy Lindblom. The principle performance feature of the Phoenix was its weight, which at 1,825 pounds made it the lightest car at the time. Gunn ran the Chevrolet JG-1 on a spotty schedule for the next couple of years

Brent Regan's No. 70 Mazda Phoenix was entered in one race at Sears Point in 1984.

JG-2 had been designed as a closed car, but with the Miami race in 1988, John Gunn earned his spot in prototype history by making his roofless debut after IMSA had relaxed the rules to encourage open cars to compete in 1987. With co-driver Bruce MacInness, Gunn went 86 laps before mechanical problems ended the day.

In 1989 Gunn, John Paul Jr., and Jon Lewis finished 17th at Miami followed by a DNF after 10 laps at Sebring and a five lap DNF at West Palm.

The last race for the Phoenix was a 13th-place finish at Mid-Ohio. Steve Deeks and Steve Sirgany were the drivers.

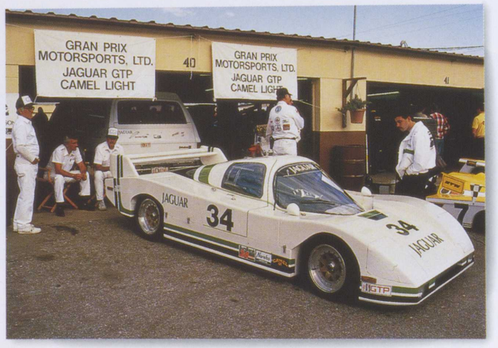
URD

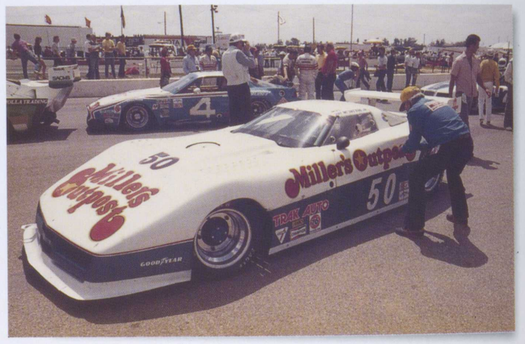
German Industrialist Ernst Ungar was another small sports car maker who moved into international competition with the advent of the Group C. Through the 1980s, usually with a BMW motor, the URD was a dependable, although seldom fast, race car. The URD 04/3 was powered by a 3.5-liter, 24-valve BMW straight six. With a carbon-fiber chassis, the car weighed 1,790 pounds.

The first appearance of the URD in American racing was with Helmut Myndas and Olympic skiing champion Philip Mahre for Daytona 1988. The No. 96 was the fourth car to drop out.

The URD reappeared for the Phoenix race near the end of the 1992 season. The team was based in Park City, Utah. Swiss driver Mario Hytten finished eighth in the angular-bodied Lights car and finished ninth at Del Mar. Two races, two finishes.

BELOW LEFT: The stillborn Jaguar GTP Lights car of R.G. Hendrick at Daytona in 1988. (Ken Wells)
BELOW RIGHT: Ray McIntyre's front-engine Corvette GTP at Riverside in 1984. (Cliff Morgan)





THE JAGUAR THAT NEVER WAS

There it sat in a Daytona garage in 1988. White No. 34 with green stripes and Jaguar emblazoned on its side. The decal indicated that it was in the Lights class, yet it showed on no records and was unknown to Group 44 and TWR.

The entire program consisted of this chassis and a brochure. Jaguar enthusiast R. G. "Ray" Hendrick's plan was to mate the English Ultima chassis to a Jaguar 2.4 XK block with a 3.8 bore, hence three liters, built by Tom Curren.

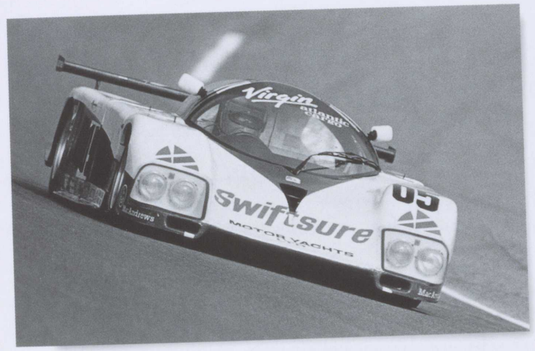
The display car had a Pontiac four-cylinder motor, but it never turned a lap on a track.

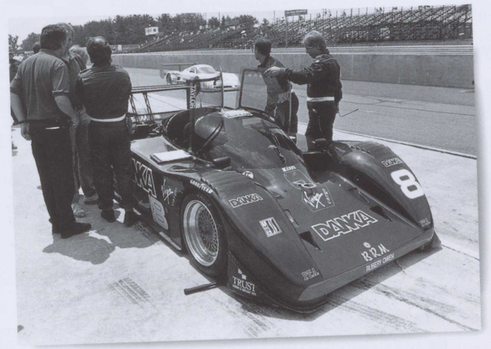
When he failed to get sufficient interest or the necessary funding, Hendrick dropped his plan. There were no Lights Jaguars.

CORVETTE

This No. 50 Corvette started 31st at the 1984 Riverside race. The car shared only the motor and name with the factory Lola-based effort. This was a privately built front-engine Corvette with minimal ground effects. Driver Ray McIntyre lasted only 32 laps. At Sears Point, McIntyre made it to the finish but was 13th of 15 racers. By the fall races, McIntyre was driving a Chevrolet-powered Lola T-600, and the GTP career of No. 50 was over.

LEFT: The A.D.A. at Daytona in 1988 (Hal Crocker)
RIGHT: The BRM at Watkins Glen in June 1992 (Hal Crocker)





A. D. A.

The Ford-powered product of A. D. A. Engineering had a one-race IMSA history. A car was entered for Wayne Taylor, Ian Harrower, Ian Flux, and Stanley Dickens at Daytona in 1988. Not all the drivers got to drive, as the car lasted only 88 laps.

BRM

A group that included some of the founding members of the famous BRM Grand Prix team revived the BRM name and built the P351 powered by a 3.5 liter V-12 Formula One-style engine of their own design. Wayne Taylor drove the car at Le Mans in 1992 but withdrew in the first half hour. It was the only V-12 in the race.

Danka brought the BRM to America for the June 1992 Watkins Glen race for Taylor to drive instead of his usual Intrepid. The car was plagued by electrical and fuel system problems and after several breakdowns during qualifying Taylor started 15th in a 17-car field. The electrical problems were so severe that the team had to hot-wire the car's ignition to drive it to the grid. On lap five the car stopped for good. The BRM was returned to England and was never raced again.

EPILOGUE

No series has had as much variety of design expressions, in body styles and in engine configurations, during such a length of time, as did the prototypes. And the sophistication and performance of the protoypes were unmatched. Toyotas in 1991 were lapping at speeds that were unequaled by IndyCars for several years. Teams developed

engine management systems that were adopted by major manufacturers after proving superior to the corporately developed units. Innovations were made in aerodynamics, materials, and power development. "GTP cars brought us into the electronic age quicker than the IndyCars," says former team manager Kevin Doran. "Antilock brakes, traction control, active suspension, they were all introduced in the U.S. on GTP cars."

With so many apparent strengths, what was it that caused the death of the GTP series? What the Prototype era needs is an autopsy.

"There are three things that brought on the demise of the GTP series," says former Fabcar team manager Jack Webster. "The first was Holbert's death. Second was Porsche's insistence on going IndyCar racing when they should have been designing a second-generation 962 to compete with the Nissans and Jaguar. And when that didn't happen, the third thing that killed the series was [IMSA's] letting the Japanese manufacturers dominate it. What Porsche did was build a successful car, and they would sell it to anybody. The Japanese would build a successful car and thumb their nose at everybody."

Derek Bell concurs. "IMSA was always supported by the private teams, your Bob Akins and Bruce Levens. These privateers could buy a Porsche, go out for a season or two, and know that they had a chance if they put the right driver in the car. But as the series progressed there was no way privateers could buy a Toyota, or a Jag, or a Nissan and go out and win races. So privateers realized that if they bought a 962 they were never going to win and they were never going to finish near the top, so what was the point of going racing? Private teams didn't have a hope in heck."

Tom Seabolt, who through his work saw the prototype era from the varied perspectives of Holbert Racing, Porsche Motorsports, and IMSA management, says, "They [GTP cars] were becoming very expensive. No matter what you do rule-wise, you can't regulate how much a group is going to spend. The factory involvement became very strong. IMSA had four or five factory teams. Then in one fell swoop we lost everyone but Toyota. You lose six or seven really good cars, and there is no show. Basically, it was the Japanese who lost because of the Japanese economy at that time."

Another factor in the prototypes demise may have been the fans' disappointment with the diminished variety of cars. For GTP fans, technology and variety were important factors. "People came to see the cars," says Webster. "That's a fundamental difference between sports-car racing and other forms of racing." After the 1992 withdrawal of Jaguar, Nissan, and Mazda, that

RIGHT: Geoff Brabham celebrates his win at Road Atlanta with co-driver Chip Robinson in 1989.
BELOW: In March 1985 the first tests of the Lola-built Corvette GTP were carried out by Ryan Falconer and Lola engineers at Lola's factory in England. (Ryan Falconer)
OPPOSITE: The six-liter Chevrolet V-8 powered the Blue Thunder team to driver and manufacturer titles in 1984. (Lee Self)

variety and technological diversity was virtually gone. But it had been incredibly exciting while it lasted.

Should IMSA have seen the end coming? The 1991 season was the most competitive in the history of the series with wins by four companies, both factory and private. Seabolt recalls, "We were still strong and had a lot of players. It was hard to foresee the bottom dropping out the way it did."

Another problem for IMSA was that the GTP series didn't translate well on television. "Television is a two-dimensional medium, and speed is one of the things it can't convey," says Chuck Dressing, who worked with ESPN during the prototype era.

"Road racing in America has always been the sick man of televised motorsports. It does not generate the ratings of NASCAR, IndyCars, or NHRA drag racing, and there are a number of reasons for that. You have to pay attention to road racing. It requires you to be involved and to understand the grammar of road racing more than any other form of racing."

And covering road races takes a lot of equipment. "For Road America we had probably 14 cameras and many miles of cable," Dressing continues. "Each camera requires three workers. Add the technical staff that's necessary for any event, plus the support and security, and televising a road race becomes an event akin to going to war." Prototype racing could not build the TV-supported financial base necessary for the increasingly costly cars.

Kevin Doran sums up what was one of the most appealing aspects of the GTP era: camaraderie. "One of the true assets of sports-car racing in the United States is that the competitors are fun people to be with. GTP racing always had a variety of chassis so there was not the inherently unsociable atmosphere that you see in IndyCar racing. With IndyCars you can't afford to have someone hanging around your car because your aerodynamic widget applies as much to their car as your own, where in GTP racing it was so varied that the teams didn't have to be unsociable with one another. What I did on a 962 was irrelevant to what Don Devendorf did on the Nissan."

"The GTP days were fantastic from a driver's standpoint," says Hurley Haywood. "We made hundreds of thousands of dollars. We were catered to. We were babied. We were made to feel like we were important. It was a very nice time with sponsorship for what we were doing."

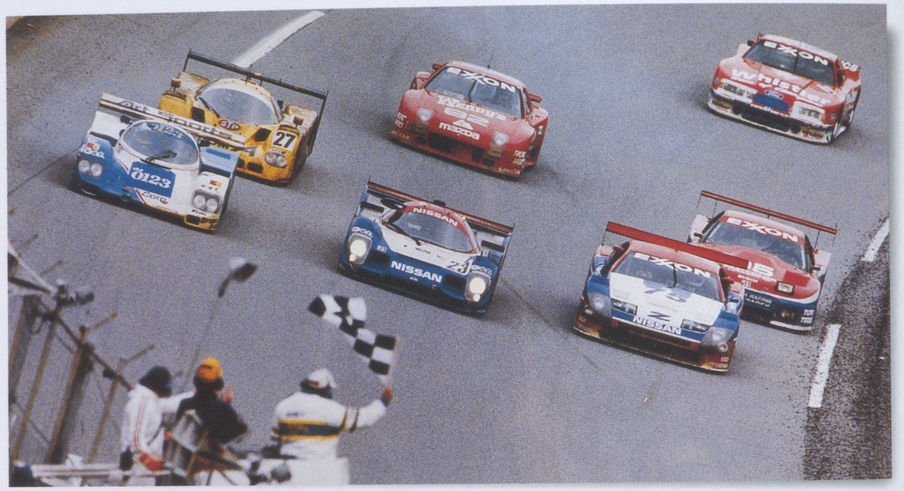
"I think that the GTP cars were the greatest race cars we've ever had in the world," Doran continues. "They were technologically superior at their time. They were quicker and more exciting than IndyCars, more exciting for fans to watch, and more exciting cars to participate with due to the variety of combinations of chassis and engine."

Prototypes were symbols of American ingenuity that were often underestimated by the brightest automotive minds of Europe and Japan. So let us fondly remember the men, women, and machines of the prototype era and thank them for being.

J. A. Martin

Race Results: 1981-1993

This shot from inside the Fabcar's cockpit provides some insight on how the high banks at Daytona look from a driver's perspective. Note the No. 04 Group 44 Jaguar ahead. (Jack Webster)



RACE RESULTS: 1981-1993

Following are the complete race results for the IMSA GTP series from 1981 through 1993. This information is based on the official record published by IMSA.

TOP: Nissan finally won Daytona in 1991, but they won with a NISMO-entered Group C R91CP driven by an all-Japanese team. The numbers "two" and "three" in Japanese are pronounced Ni and San, hence car No. 23. (Kas Kastner) **ABOVE:** A Corvette GTP publicity photo from a Chevrolet sales brochure. (Ryan Falconer collection)

Daytona International Speedway / January 31-February 1, 1981

24 HOUR PEPSI CHALLENGE, DAYTONA BEACH, FLA., 708 LAPS/2,718.7 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	16	Bob Garretson/Bobby Rahal/Brian Redman	9	Porsche Turbo	GT	708
2	8	Bob Akin/Derek Bell/Craig Siebert	5	Porsche Turbo	GT	695
3	31	Bill Koll/Jeff Kline/Rob McFarlin	62	Porsche 911	GTU	644
4	42	Frank Carney/Dick Davenport/Rameau Johnson	23	Datsun ZX	GTU	626
5	21	Carlo Facetti/Martino Finotto/Emanuele Pirro	24	Lancia Turbo	GT	609
6	19	Hans Stuck/Alf Gebhardt/Walter Brun	14	BMW M-1	GTO	608
7	32	Lee Mueller/Kathy Rude/Philippe Martin	98	Mazda RX-7	GTU	606
8	24	Jamsal/Eduardo Barrientos/Carlos Gonzalez	84	Porsche Turbo	GT	595
9	54	Roger Mandeville/Amos Johnson/Diego Febles	55	Mazda RX-7	GTU	595
10	33	Walt Bohren/Jim Mullen/Kurt Roehrig	7	Mazda RX-7	GTU	589
11	56	Jim Downing/Irv Hoerr/Scott Hoerr	50	Mazda RX-7	GTU	585
12	38	Chuck Kendall/Pete Smith/Steve Earle	58	Porsche Carrera	GTO	585
13	58	Dwight Mitchell/M.L. Speer/Ray Ratcliff	45	Porsche 914/6	GTU	581
14	17	Ludwig Heimrath/Ludwig Heimrath Jr.	07	Porsche Turbo	GT	575
15	62	George Drolsom/Rob Hoskins/Bill Johnson	34	Porsche Carrera	GTO	563
16	20	David Hobbs/Marc Surer/Dieter Quester	2	BMW M-1	GT	555
17	61	Jean Kjoller/Jay Kjoller/Steve Southard	27	Porsche Carrera	GTO	548
18	11	Riccardo Patrese/Hans Heyer/Henri Pescarolo	3	Lancia Turbo	GT	545
19	55	Dick Neland/Ed Kuhel/Nort Northam	42	Chevrolet Camaro	GTO	532
20	35	Tico Almeida/Rene Rodriguez/Miguel Morejon	04	Porsche Carrera	GTO	526
21	71	John Morton/Tom Klausler	02	Ford Mustang	GT	517
22	41	Paul Miller/Pat Bedard/Skeeter McKitterick	36	Porsche 924 Turbo	GTO	515
23	30	John Casey/Jim Cook/Bob Bergstrom	82	Mazda RX-7	GTU	513
24	1	Howard Meister/Harald Grohs/Rolf Stommelen	51	Porsche Turbo	GT	500
25	67	Doug Grunnet/Jim Burt/Steve Paquette	16	Mazda RX-7	GTU	471
26	68	Dick Gauthier/Jack Swanson/Tom Cripe	52	Porsche 911	GTU	450
27	44	Bob Gregg/Len Jones/Bob Young	43	Porsche Carrera	GTO	446
28	63	Steve Dietrich/Tom Winters/Carter Alsop	81	Mazda RX-7	GTU	429
29	49	Chris Doyle/Robert Overby/Hubert Phipps	70	Mazda RX-7	GTU	429
30	36	Pedro DeNarvaez/Honorato Espinosa/Jorge Cortes	46	Porsche Carrera	GTO	385
31	23	Tony Adamowicz/Rick Knoop	65	Ferrari 512BB	GT	373
32	57	Robert Kirby/John Hotchkis/Siegfried Brunn	01	Porsche Carrera	GTO	361
33	22	David Cowart/Kenper Miller/Ricardo Londono	25	BMW M-1	GTO	346
34	7	Gianpiero Moretti/Charles Mendez/Mauricio DeNarvaez	30	Porsche Turbo	GT	339
35	59	David Goodell/Volker Bruckmann/Jeff Scott	57	Porsche 914/6	GTU	339
36	50	Philip Keirn/Gail Engle/Bard Boand	71	Chevrolet Corvette	GTO	328
37	48	Dennis Shaw/Steve Whitman/Les Blackburn	67	AMC Spirit AMX	GTO	303
38	40	Angelo Pallavicini/Neil Crang/John Sheldon	03	Porsche 934	GTO	290
39	10	Ted Field/Danny Ongais/Milt Minter	0	Porsche Turbo	GT	287
40	26	Al Holbert/Doc Bundy/Rick Mears	11	Porsche 924 Turbo	GTO	263
41	14	Michele Alboreto/Piercarlo Ghinzani/Beppe Gabbiani	4	Lancia Turbo	GT	235
42	4	Bruce Leven/Hurley Haywood/Juergen Barth	86	Porsche Turbo	GT	232
43	37	Clark Howey/Dale Koch/Tracy Wolf	78	Chevrolet Camaro	GTO	208
44	47	Lance Van Every/Ash Tisdelle/Rusty Bond	19	Porsche Carrera	GTO	194
45	13	Chris Cord/Jim Adams	20	Chevrolet Monza	GT	191
46	12	Maurice Carter/R.J. Valentine/Eppie Wietzes	80	Chevrolet Camaro	GT	188
47	65	Ron Case/Dave Panaccione/Ren Tilton	38	Porsche 911	GTU	169
48	2	John Fitzpatrick/Jim Busby/Bob Wollek	1	Porsche Turbo	GT	167
49	53	Wayne Baker/Dan Gilliland/Frank Harmstad	22	Porsche 914/4	GTU	143
50	64	Harro Zitza/Doug Zitza/Ara Dube	33	Porsche 914/6	GTU	128
51	29	Bruno Beilcke/Kurt Konig/Rudi Walch	17	BMW CSL	GTO	126
52	25	Pepe Romero/Mandy Gonzalez/Luis Mendez	37	Porsche Turbo	GT	121
53	27	Rudy Bartling/David Deacon/Mike Freberg	40	BMW M-1	GTO	118
54	34	Albert Naon/Tony Garcia/Luis Sereix	54	Porsche Carrera	GTO	112
55	28	Joe Cogbill/Dave Heinz/Chris Gleason	99	Chevrolet Camaro	GTO	108
56	60	Bob Lee/Sammy Miller/Vicki Smith	60	AMC AMX	GTO	87
57	9	Don Whittington/Bill Whittington/Dale Whittington	94	Porsche Turbo	GT	84
58	69	Eddy Joosen/Dirk Vermersch/Jean-Paul Libert	75	Mazda RX-7	GTO	83

59	3	Volkert Merl/Jochen Mass	6	Porsche Turbo	GT	59
60	5	John Paul/John Paul Jr.	18	Porsche Turbo	GT	53
61	18	Terry Labonte/David Pearson	44	Chevrolet Camaro	GT	50
62	39	George Stone	87	Porsche Carrera	GTO	48
63	52	Doug Lutz/Robin Boone	15	Porsche Carrera	GTO	47
64	15	Preston Henn/Bob Bondurant	09	Porsche Turbo	GT	30
65	70	Sam Posey/Fred Stiff	28	Datsun ZX	GTO	29
66	43	Jack Dunham/John Maffucci	66	Mazda RX-7	GTU	20
67	66	Bob Speakman	49	Mazda RX-7	GTU	12
68	46	Pete Halsmer	06	Ferrari Daytona	GTO	9
69	6	Carlo Facetti	10	Ferrari 308 Turbo	GT	4

Purse: $110,925
Winners' Share: $27,300
Time of Race: 24:01:36.871
Winning Speed: 113.153 mph
Margin of Victory: 13 laps, .01 seconds
Fastest GT Qualifier: #51–Rolf Stommelen: 134.078 mph (1:43.104)
Fastest GTO Qualifier: #14–Hans Stuck: 121.134 mph (1:54.122) (Record)
Fastest GTU Qualifier: #82–Jim Cook: 112.797 mph (2:02.556) (Record)
Fastest GT Lap: #10–Carlo Facetti (127.834 mph on third lap)
Fastest GTO Lap: #25–Kenper Miller (118.834 mph on 55th lap) (Record)
Fastest GTU Lap: #98–Lee Mueller (110.116 mph on 61st lap)

Sebring Airport/ March 21, 1981

COCA-COLA 12 HOURS OF SEBRING, SEBRING, FLA., 245 LAPS/1,274 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	4	Bruce Leven/Hurley Haywood/Al Holbert	86	Porsche Turbo	GT	245
2	11	Roy Woods/Ralph Kent Cooke/Skeeter McKitterick	90	Porsche Turbo	GT	242
3	14	Marty Hinze/Milt Minter/Bill Whittington	2	Porsche Turbo	GT	240
4	3	Howard Meister/Rolf Stommelen/Harald Grohs	3	Porsche Turbo	GT	233
5	21	Chuck Kendall/Pete Smith/Dennis Aase	58	Porsche Carrera	GTO	218
6	6	Gianpiero Moretti/Charles Mendez/Mauricio DeNarvaez	30	Porsche Turbo	GT	213
7	65	Tim Selby/Earl Roe	23	Porsche Carrera	GTO	212
8	43	M.L. Speer/Eddy Joosen/Dirk Vermersch	73	Mazda RX-7	GTO	212
9	51	Lee Muller/Walt Bohren	98	Mazda RX-7	GTU	211
10	44	Bob Tullius/Bill Adam	44	Triumph TR-8	GTO	208
11	84	Mike Ramirez/Luis Gordillo/Manuel Villa	67	Porsche 911	GTU	208
12	29	Rene Rodriguez/Tico Almeida/Miguel Morejon	04	Porsche Carrera	GTO	203
13	25	Albert Naon/Tony Garcia/Hiram Cruz	54	Porsche Carrera	GTO	203
14	18	Mandy Gonzalez/Bonky Fernandez/Juan Cochesa	35	Porsche 934	GTO	199
15	62	Jim Downing/Irv Hoerr/Scott Hoerr	50	Mazda RX-7	GTU	196
16	47	Al Cosentino/Bob Speakman	49	Mazda RX-7	GTU	190
17	5	Bob Garretson/Bobby Rahal/Brian Redman	9	Porsche Turbo	GT	190
18	35	Dwight Mitchell/Ray Ratcliff/Bill Cooper	45	Porsche 914/6	GTU	189
19	52	Sam Posey/Fred Stiff	28	Datsun ZX	GTO	187
20	45	John Kelly/Pat Bedard	4	Triumph TR-8	GTO	187
21	38	George Alderman/John McComb	32	Datsun Z	GTU	186
22	69	Bruce Jennings/Bill Bean/Tom Ashby	77	Porsche 911	GTU	185
23	40	R.J. Valentine/Maurice Carter	68	Chevrolet Corvette	GT	182
24	46	Fred Flaquer/Joe Gonzalez/Angelo Dominguez	05	Porsche Carrera	GTO	182
25	74	Anatoly Arutunoff/Jose Marina	31	Lancia Stratos	GTU	177
26	73	Jamsal/Eduardo Barrientos/Guillermo Valiente	84	Porsche Turbo	GT	177
27	17	David Cowart/Kenper Miller	25	BMW M-1	GTO	176
28	63	Steve Dietrich/Tom Winters/Hugh McDonough	81	Mazda RX-7	GTU	174
29	36	George Shafer/J. Craig Shafer/Al Crookston	83	Chevrolet Camaro	GT	173
30	57	George Drolsom/Rob Hoskins/Buzz Marcus	34	Porsche 924 Turbo	GTO	165
31	54	Kathy Rude/Divina Galica	92	Mazda RX-7	GTU	160
32	59	Doug Lutz/Dave Panaccione	15	Porsche Carrera	GTO	155
33	64	Jack Swanson/Tom Cripe	52	Porsche 911	GTU	154
34	39	Bob Gregg/Bob Young/Joe Varde	43	Porsche Carrera	GTO	153
35	67	Klaus Bitterauf/James Moxley/Jim Leo	88	Porsche 911	GTU	150
36	22	Billy Hagan/Terry Labonte	41	Chevrolet Camaro	GT	144
37	27	Jack Refenning/Ren Tilton/Peter Welter	24	Porsche 934	GTO	139
38	49	John Higgins/Chip Mean/Bill Johnson	39	Porsche 911	GTU	136
39	53	Jack Dunham/Tom Sheehy/Luis Sereix	66	Mazda RX-7	GTU	136
40	66	John Morton/Tom Klausler	02	Ford Mustang	GT	133
41	1	John Fitzpatrick/Jim Busby	1	Porsche Turbo	GT	129
42	61	Bob Lee/Vicki Smith/Tom Marx	60	AMC AMX	GTO	128
43	31	Bill Koll/Jeff Kline	62	Porsche 911	GTU	121
44	8	Ted Field/Danny Ongais	0	Porsche Turbo	GT	117
45	60	Fritz Hochreuter/Rainer Brezinka/Gary Hirsch	53	Porsche Carrera	GTO	114
46	50	Kenneth LaGrow/Jack Turner	27	Chevrolet Camaro	GT	114
47	28	Jim Mullen/Mike Zimicki	7	Mazda RX-7	GTU	112
48	20	Preston Henn/John Gunn/Gary Belcher	09	Porsche Turbo	GT	107
49	16	Alf Gebhardt/Marc Surer	14	BMW M-1	GTO	106
50	42	Wayne Baker/Robert Overby/Dan Gilliland	57	Porsche 914/6	GTU	96
51	75	Del Russo Taylor/Rex Ramsey	72	Alfa Romeo Chevron	GT	96
52	15	Chris Cord/Jim Adams	20	Chevrolet Monza	GT	94
53	24	D.G. Cummings/Tom Juckette	97	Chevrolet Monza	GT	94
54	55	Roger Mandeville/Amos Johnson	55	Mazda RX-7	GTU	89
55	30	John Carusso/Russ Boy/Rex Ramsey	93	Chevrolet Corvette	GTO	89
56	33	Bill McDill/Robert Whitaker	48	Chevrolet Camaro	GT	85
57	56	Bill Ferran/Nort Northam	29	Porsche Carrera	GTO	84
58	23	Jim Cook/Jim Casey/Bob Bergstrom	82	Mazda RX-7	GTU	74
59	71	Jimmy Tumbleston/Robert Dumont/Ford Smith	12	Chevrolet Camaro	GTO	63
60	9	Bob Akin/Derek Bell/Craig Siebert	5	Porsche Turbo	GT	62
61	76	Pierre Honegger/Pierre Dieudonne/Jean-Paul Libert	75	Mazda RX-7	GTU	60
62	13	Ludwig Heimrath/Ludwig Heimrath Jr.	07	Porsche Turbo	GT	57
63	70	Doug Grunnet/Jim Burt/Steve Paquette	16	Mazda RX-7	GTU	50
64	19	David Deacon/Mike Freberg/Rudy Bartling	40	BMW M-1	GTO	47
65	10	Don Whittington/Bill Whittington/Dale Whittington	94	Porsche Turbo	GT	43
66	7	John Paul/John Paul Jr.	8	Porsche Turbo	GT	40
67	34	Lance Van Every	79	Porsche Carrera	GTO	27
68	76	Rick Borlase	56	Porsche Carrera	GTO	27
69	41	Angelo Pallavicini	03	Porsche 934	GTO	23
70	68	Al Levenson	89	Chevrolet Corvette	GTO	21
71	78	Joe Cotrone/Kal Showkat	42	Chevrolet Corvette	GTO	20
72	32	Jeffrey Loving	85	Chevrolet Camaro	GTO	18
73	77	C.C. Canada	61	Chevrolet Corvette	GTO	15
74	75	Ron Case	38	Porsche 911	GTU	12
75	37	Chris Doyle	70	Mazda RX-7	GTU	10
76	78	Paul Aschenbrenner	21	Porsche 914/6	GTU	6
77	58	John Lino	13	Chevrolet Corvette	GTO	2
78	72	Janis Taylor	37	Alfa Romeo GTV	GTU	1

Purse: $58,025
Winners' Share: $12,650
Time of Race: 12:00:49.855
Winning Speed: 106.044 mph
Margin of Victory: Three laps, two minutes, 46.289 seconds
Fastest GT Qualifier: #1–John Fitzpatrick: 125.912 mph (2:28.675) (Record)
Fastest GTO Qualifier: #14–Marc Surer: 114.279 mph (2:43.809) (Record)
Fastest GTU Qualifier: #82–Jim Cook: 108.571 mph (2:52.422) (Record)
Fastest GT Lap: #6–John Paul Jr. (125.95 mph on 137th lap) (Record)
Fastest GTO Lap: #14–Marc Surer (114.244 mph on second lap) (Record)
Fastest GTU Lap: #98–Lee Mueller (107.475 mph on 26th lap) (Record)

Road Atlanta / April 12, 1981

ROAD ATLANTA CAMEL GT, BRASELTON, GA., 40 LAPS/100.8 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	John Fitzpatrick	1	Porsche Turbo	GT	40
2	13	Klaus Ludwig	6	Ford Mustang Turbo	GT	40
3	7	Bobby Rahal	90	Porsche Turbo	GT	40
4	6	Danny Ongais	00	Porsche Turbo	GT	40
5	4	Dale Whittington	95	Porsche Turbo	GT	40
6	8	Hurley Haywood	86	Porsche Turbo	GT	40
7	9	Ted Field	0	Porsche Turbo	GT	40
8	1	John Paul Jr.	8	Porsche Turbo	GT	39
9	5	Gianpiero Moretti	30	Porsche Turbo	GT	39
10	10	Paul Newman	33	Datsun Turbo	GT	39
11	11	David Cowart	25	BMW M-1	GTO	38
12	12	Preston Henn/Marty Hinze	09	Porsche Turbo	GT	37
13	3	Bill Whittington	94	Porsche Turbo	GT	36
14	15	R.J. Valentine	68	Chevrolet Corvette	GT	36
15	18	Larry Trotter	31	Chevrolet Corvette	GTO	36
16	14	David Deacon	40	BMW M-1	GTO	36
17	17	John Carusso	48	Chevrolet Corvette	GTO	36
18	20	Rene Rodriguez	04	Porsche Carrera	GTO	36
19	21	Tico Almeida	05	Porsche Carrera	GTO	35
20	19	Sam Posey	28	Datsun ZX	GTO	35
21	27	Lloyd Frink	21	Chevrolet Corvette	GTO	35
22	22	Fred Stiff	29	Datsun Z	GTO	34
23	16	Bill Wink	06	Chevrolet Corvette	GTO	27
24	23	Joe Cotrone	42	Chevrolet Corvette	GTO	26

Purse: $38,200
Winner's Share: $9,550
Time of Race: 56:05.984
Winning Speed: 107.808 mph (Record)
Margin of Victory: .144 seconds
Fastest GT Qualifier: #8–John Paul Jr.: 116.126 mph (1:18.122) (Record)
Fastest GTO Qualifier: #25–David Cowart: 105.17 mph (1:26.26) (Record)
Fastest GT Lap: #8–John Paul Jr. (113.4 mph on second lap)
Fastest GTO Lap: #25–David Cowart (102.128 mph on 16th lap)

Riverside International Raceway / April 26, 1981

LOS ANGELES TIMES/TOYOTA GRAND PRIX, RIVERSIDE, CALIF., 199 LAPS/656.7 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	John Fitzpatrick/Jim Busby	1	Porsche Turbo	GT	199
2	1	John Paul Sr./John Paul Jr.	8	Porsche Turbo	GT	199
3	5	Bobby Rahal/Brian Redman	9	Porsche Turbo	GT	197
4	14	Bob Garretson/Ralph Kent Cooke/Roy Woods	90	Porsche Turbo	GT	190
5	8	Hurley Haywood/Bruce Leven	86	Porsche Turbo	GT	189
6	7	David Hobbs/Marc Surer	2	BMW M-1C	GT	188
7	13	David Coward/Kenper Miller	25	BMW M-1	GTO	183
8	25	Albert Naon/Tony Garcia/Hiram Cruz	54	BMW M-1	GTO	181
9	12	Chris Cord/Jim Adams	19	Chevrolet Monza	GT	178
10	23	Carlos Moran/Karen Erstad	18	Porsche Turbo	GT	178
11	69	Joe Crevier/Al Unser Jr.	67	BMW M-1	GTO	176
12	36	Frank Carney/Dick Davenport	23	Datsun ZX	GTU	173
13	32	Sam Posey/Fred Stiff	28	Datsun ZX	GTO	172
14	6	Gianpiero Moretti/Jochen Mass	30	Porsche Turbo	GT	172
15	46	Roger Mandeville/Amos Johnson	55	Mazda RX-7	GTU	169
16	38	Robert Kirby/John Hotchkis	51	Porsche Carrera	GTO	168
17	40	Rick Borlase/Michael Hammond	56	Porsche Carrera	GTO	168
18	49	Casey Mollett/Frank Honsowetz	74	Datsun Z	GTU	167
19	52	Jim Downing/Irv Hoerr	50	Mazda RX-7	GTU	165
20	39	Bob Gregg/Len Jones	43	Porsche Carrera	GTO	162
21	42	Jim Mullen/Rick Knoop	7	Mazda RX-7	GTU	160
22	30	Bill Koll/Jeff Kline	62	Porsche 911	GTU	158
23	10	Mauricio DeNarvaez/Bob Akin/Skeeter McKitterick	46	Porsche Turbo	GT	154
24	56	Sergio Nardi/Angel Nardi/Steve Michaelson	26	Porsche Carrera	GTO	154
25	15	Dennis Aase/Pete Smith	11	BMW M-1	GTO	153
26	37	Tico Almeida/Rene Rodriguez	04	Porsche Carrera	GTO	151
27	57	Peter Herke/Dieter Schulze/Reinhard Riedel	5	BMW CSL	GTO	149
28	67	Robert Overby/Jeff Scott/Wayne Baker	57	Porsche 914/6	GTU	145
29	31	Dwight Mitchell/Ray Ratcliff/Bill Cooper	45	Porsche 914/6	GTU	132
30	62	Tom Marx/Dennis Lanfre/Bill Follmer	31	Porsche Carrera	GTO	129
31	3	Howard Meister/Rolf Stommelen	3	Porsche Turbo	GT	125
32	51	Richard Woodbury/Bruce Campbell	17	Porsche 911	GTU	110
33	19	Alf Gebhardt/Bruno Beilcke/Mike Freberg	14	BMW M-1	GTO	99
34	35	Wayne Baker	22	Porsche 914/4	GTU	98
35	21	Jamsal/Eduardo Barrientos	84	Porsche Turbo	GT	87
36	33	Kathy Rude/Divina Garcia	92	Mazda RX-7	GTU	80
37	27	Walt Bohren/Lee Mueller	98	Mazda RX-7	GTU	80
38	54	John Samson/Bill Koll	96	Alfa Romeo GTV	GTU	77
39	45	Steve Dietrich/Tom Winters	81	Mazda RX-7	GTO	77
40	24	John Chamberlain/Joe Chamberlain	76	Chevrolet Corvette	GT	64
41	29	Jim Cook/John Casey	82	Mazda RX-7	GTU	57
42	28	Vic Manuelli/Bruce Mallery/Roy Woods	80	Ford Pantera	GT	55
43	44	Jerry Demele/Terry Herman	73	Porsche 911	GTU	53
44	9	Ted Field/Danny Ongais	0	Porsche Turbo	GT	48
45	41	Preston Henn/Marty Hinze	08	Porsche Turbo	GT	33
46	55	Zvonimir Jovanovic/Carl Wong	24	Porsche 911	GTU	33
47	17	Jamey Mazzotta/Steve Earle	21	Porsche Turbo	GT	32
48	26	Alan Johnson	58	Porsche Carrera	GTO	30
49	59	Ron Esau/S.B. Fritz	10	Pontiac Firebird	GT	29
50	43	Jack Dunham	66	Mazda RX-7	GTU	28
51	11	Paul Newman	33	Datsun Turbo	GT	23
52	47	Fred Markoff	38	Chevrolet Corvette	GTO	22
53	18	David Deacon	40	BMW M-1	GTO	21
54	22	John Carusso/Phil Currin	48	Chevrolet Corvette	GTO	21
55	48	Greg LaCava	39	Porsche 911	GTU	17
56	34	Patrick Jacquemart/James Brolin	77	Renault LeCar Turbo	GTU	8
57	53	Bob Copeman	42	Porsche Carrera	GTO	7
58	16	Gary Belcher	09	Porsche Turbo	GT	5

Purse: $68,550
Winners' Share: $18,050
Time of Race: 6:00:46.114
Winning Speed: 109.217 mph (Record)
Margin of Victory: 32.984 seconds
Fastest GT Qualifier: #8–John Paul Jr.: 121.113 mph (1:38.09) (Record)
Fastest GTO Qualifier: #25–David Cowart: 109.27 mph (1:48.722) (Record)
Fastest GTU Qualifier: #98–Lee Mueller: 103.629 mph (1:54.64)
Fastest GT Lap: #8–John Paul Jr. (117.962 mph on 178th lap) (Record)
Fastest GTO Lap: #25–Kenper Miller (107.317 mph on third lap) (Record)
Fastest GTU Lap: #82–Jim Cook (102.555 mph on 30th lap)

Laguna Seca Raceway / May 3, 1981

MONTEREY TRIPLE CROWN, MONTEREY, CALIF., 53 LAPS/100.7 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	5	Brian Redman	7	Chevrolet Lola T-600	GT	53
2	2	John Paul Jr.	8	Porsche Turbo	GT	53
3	1	John Fitzpatrick	1	Porsche Turbo	GT	53
4	3	Bobby Rahal	9	Porsche Turbo	GT	53
5	11	Danny Ongais	00	Porsche Turbo	GT	53
6	7	David Hobbs	2	BMW M-1C	GT	52
7	8	Ted Field	0	Porsche Turbo	GT	52
8	9	Gianpiero Moretti	30	Porsche Turbo	GT	52
9	10	Hurley Haywood	86	Porsche Turbo	GT	52
10	13	Chris Cord	19	Chevrolet Monza	GT	51
11	15	Mauricio DeNarvaez	46	Porsche Turbo	GT	50
12	20	Bruce Leven	85	Porsche Turbo	GT	49
13	16	David Cowart	25	BMW M-1	GTO	49
14	18	Al Unser Jr.	67	BMW M-1	GTO	49
15	17	Dennis Aase	64	Porsche Carrera	GTO	49
16	38	Paul Newman	33	Datsun Turbo	GT	49
17	40	Rich Sloma	27	Chevrolet Corvette	GT	48
18	23	Terry Herman	96	Porsche Carrera	GTO	47
19	26	Jerry Brassfield	10	Chevrolet Corvette	GT	47
20	19	David Deacon	40	BMW M-1	GTO	47
21	33	Rene Rodriguez	04	Porsche Carrera	GTO	47
22	32	Tom Marx	31	Porsche Carrera	GTO	47
23	22	Frank Leary	49	Datsun ZX Turbo	GTO	47
24	30	Sam Posey	28	Datsun ZX	GTO	47
25	24	Peter Shutts	72	Chevrolet Corvette	GTO	46
26	34	Fred Stiff	29	Datsun Z	GTO	45
27	28	John Carusso	48	Chevrolet Corvette	GTO	45
28	4	Klaus Ludwig	6	Ford Mustang Turbo	GT	33
29	37	Joe Mooney	82	Chevrolet Camaro	GTO	31
30	21	Frank Joyce	45	Chevrolet Corvette	GTO	28
31	31	Bob Gregg	43	Porsche Carrera	GTO	25
32	27	Alf Gebhardt	14	BMW M-1	GTO	23
33	14	Bruce Canepa	12	Porsche Turbo	GT	18
34	36	John Hotchkis Jr.	51	Porsche Carrera	GTO	18
35	35	Tico Almeida	05	Porsche Carrera	GTO	15
36	12	Jim Adams	20	Chevrolet Monza	GT	9
37	6	Rolf Stommelen	3	Porsche Turbo	GT	8
38	29	Tony Brassfield	18	Chevrolet Corvette	GT	5
39	25	Les Lindley	75	Chevrolet Camaro	GTO	2

Purse: $42,450
Winner's Share: $9,250
Time of Race: 57:27.426
Winning Speed: 105.157 mph (Record)
Margin of Victory: 11.052 seconds
Fastest GT Qualifier: #1–John Fitzpatrick: 111.145 mph (1:01.541) (Record)
Fastest GTO Qualifier: #25–David Cowart: 100.883 mph (1:07.801) (Record)
Fastest GT Lap: #7–Brian Redman (108.537 mph on 13th lap) (Record)
Fastest GTO Lap: #25–David Cowart (100.117 mph on fourth lap) (Record)

Lime Rock Park / May 25, 1981

COCA-COLA 400, LIME ROCK, CONN., 132 LAPS/201.96 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	Brian Redman	7	Chevrolet Lola T-600	GT	132
2	9	Ted Field/Bobby Rahal	0	Porsche Turbo	GT	128
3	4	Rolf Stommelen	3	Porsche Turbo	GT	128
4	7	Gianpiero Moretti/Al Holbert	30	Porsche Turbo	GT	125
5	12	David Cowart/Kenper Miller	25	BMW M-1	GTO	123
6	5	John Paul Jr.	18	Porsche Turbo	GT	123
7	19	Sam Posey	28	Datsun ZX	GTO	119
8	14	Joe Crevier/Al Unser Jr.	67	BMW M-1	GTO	119
9	17	John Carusso/Phil Currin	48	Chevrolet Corvette	GTO	117
10	22	Rene Rodriguez/Tico Almeida	04	Porsche Carrera	GTO	115
11	24	Paul Resnick/Wayne Baker	16	Porsche Carrera	GTO	115
12	10	Paul Newman	33	Datsun Turbo	GT	114
13	13	Rich Sloma	27	Chevrolet Corvette	GT	111
14	25	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTO	111
15	23	Wayne Darling	45	Chevrolet Camaro	GT	109
16	26	Doug Lutz/Dave Panaccione	15	Porsche Carrera	GTO	105
17	20	Peter Dus	4	Chevrolet Corvette	GTO	94
18	11	Chris Cord/Jim Adams	19	Chevrolet Monza	GT	70
19	16	Mandy Gonzalez/Diego Febles	35	Porsche 934	GTO	50
20	2	David Hobbs	2	BMW M-1C	GT	46
21	15	Del Russo Taylor	72	Buick Chevron	GT	28
22	6	John Fitzpatrick	1	Porsche Turbo	GT	25
23	8	Hurley Haywood	86	Porsche Turbo	GT	24
24	21	R.J. Valentine	68	Chevrolet Corvette	GT	13
25	1	Klaus Ludwig	6	Ford Mustang Turbo	GT	3

Purse: $34,100
Winner's Share: $8,250
Time of Race: 2:00:01.393
Winning Speed: 100.96 mph
Margin of Victory: Four laps, 6.854 seconds
Fastest GT Qualifier: #6–Klaus Ludwig: 110.731 mph (49.742) (Record)
Fastest GTO Qualifier: #25–David Cowart: 99.2 mph (55.524) (Record)
Fastest GT Lap: #2–David Hobbs (105.477 mph on 40th lap) (Record)
Fastest GTO Lap: #25–David Cowart (97.504 mph on 25th lap) (Record)

Mid-Ohio Sports Car Course / May 31, 1981

RED ROOF INNS 200, LEXINGTON, OHIO, 84 LAPS/201.6 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	6	Brian Redman	7	Chevrolet Lola T-600	GT	84
2	10	Gianpiero Moretti/Bobby Rahal	30	Porsche Turbo	GT	84
3	1	John Paul Jr.	18	Porsche Turbo	GT	84
4	3	John Fitzpatrick	1	Porsche Turbo	GT	82
5	2	David Hobbs	2	BMW M-1C	GT	82
6	5	Ted Field/Bill Whittington	0	Porsche Turbo	GT	80
7	16	David Cowart/Kenper Miller	25	BMW M-1	GTO	78
8	12	Joe Crevier/Al Unser Jr.	67	BMW M-1	GTO	78
9	23	Logan Blackburn	85	Datsun ZX	GTU	77
10	20	Lee Mueller	92	Mazda RX-7	GTU	76
11	19	Walt Bohren/Rick Knoop	98	Mazda RX-7	GTU	76
12	15	George Alderman	32	Datsun Z	GTU	76
13	28	Bill Koll	62	Porsche 911	GTU	76
14	18	Wayne Baker	22	Porsche 914/4	GTU	75
15	32	Frank Carney	23	Datsun ZX	GTU	75

16	29	George Drolsom	34	Porsche 924 Carrera	GTO	74
17	26	Jim Cook	82	Mazda RX-7	GTU	73
18	35	Tim Selby/Earl Roe	26	Porsche Carrera	GTO	71
19	36	Kim Mason	11	Chevrolet Corvette	GTO	70
20	4	Klaus Ludwig	6	Ford Mustang Turbo	GT	70
21	40	Jim Downing/Irv Hoerr	50	Mazda RX-7	GTU	70
22	25	Chester Vincentz/Lance Van Every	91	Porsche 934	GTO	70
23	38	Fred Stiff/Mike Follmer	28	Datsun ZX	GTO	69
24	41	Jean Kjoller/Jay Kjoller	72	Porsche Carrera	GTO	69
25	37	Ronald Vanke	80	Chevrolet Corvette	GTO	68
26	44	John Higgins/Chip Mead	39	Porsche 911	GTU	65
27	11	Rich Sloma	27	Chevrolet Corvette	GT	56
28	27	Rene Rodriguez/Tico Almeida	04	Porsche Carrera	GTO	51
29	39	Roger Mandeville/Amos Johnson	55	Mazda RX-7	GTU	49
30	17	Rolf Stommelen	3	Porsche Turbo	GT	39
31	7	Bruce Leven/Hurley Haywood	86	Porsche Turbo	GT	39
32	22	Larry Trotter	31	Chevrolet Corvette	GTO	39
33	46	Paul Chunta/Mark Voegele	10	Chevrolet Corvette	GTO	38
34	8	John Paul Sr.	8	Chevrolet Lola T-600	GT	38
35	34	Philip Keirn	76	Chevrolet Corvette	GTO	37
36	24	Del Russo Taylor	73	Buick Chevron	GT	30
37	45	Patrick Jacquemart	77	Renault LeCar Turbo	GTU	24
38	9	Dan Furey	17	Chevrolet Furey MK 1	GT	22
39	21	Chris Cord/Jim Adams	19	Chevrolet Monza	GT	21
40	13	Don Devendorf	83	Datsun ZX Turbo	GTO	18
41	30	Bob Bergstrom	79	Porsche 924 Carrera	GTO	15
42	33	Jack Dunham	66	Mazda RX-7	GTU	9
43	31	Jim Mullen	47	Mazda RX-7	GTU	2

Purse: $41,525
Winner's Share: $7,750
Time of Race: 2:08:38.927
Winning Speed: 94.023 mph
Margin of Victory: 30.904 seconds
Fastest GT Qualifier: #18–John Paul Jr.: 96.894 mph (1:29.17) (Record)
Fastest GTO Qualifier: #67–Al Unser Jr.: 77.673 mph (1:51.236)
Fastest GTU Qualifier: #32–George Alderman: 76.27 mph (1:53.282)
Fastest GT Lap: #7–Brian Redman (97.605 mph on 26th lap) (Record)
Fastest GTO Lap: #25–David Cowart (92.042 mph on fourth lap) (Record)
Fastest GTU Lap: #98–Rick Knoop (88.011 on 62nd lap) (Record)

Brainerd International Raceway / June 14, 1981

PEPSI GRAND PRIX, BRAINERD, MINN., 42 LAPS/126 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	Klaus Ludwig	6	Ford Mustang Turbo	GT	42
2	2	John Fitzpatrick	1	Porsche Turbo	GT	42
3	7	John Paul Sr.	18	Porsche Turbo	GT	42
4	11	Bruce Leven	86	Porsche Turbo	GT	41
5	9	David Cowart	25	BMW M-1	GTO	39
6	15	Lee Mueller	92	Mazda RX-7	GTU	39
7	10	Logan Blackburn	85	Datsun ZX	GTU	39
8	14	Wayne Baker	22	Porsche 914/4	GTU	39
9	8	Dick Davenport	23	Datsun ZX	GTU	38
10	19	Bill Koll	62	Porsche 911	GTU	38
11	18	Jack Buchinger	38	Datsun ZX	GTU	37
12	29	Tom Winters	79	Porsche 924 Carrera	GTO	37
13	25	Michael Guffey	45	Datsun Z	GTU	37
14	28	Rusty Schmidt	41	Chevrolet Corvette	GTO	36
15	20	Jeff Scott	67	BMW M-1	GTO	35

16	21	Charles Morgan	71	Datsun ZX	GTU	35
17	26	Charles McFarlin	94	Mercury Capri	GTU	33
18	30	Gary Fautch	24	Chevrolet Camaro	GTO	30
19	24	Doug Rippie	37	Chevrolet Camaro	GT	30
20	1	John Paul Jr.	8	Chevrolet Lola	GT	28
21	31	Larry Trotter	31	Chevrolet Corvette	GTO	27
22	4	Gianpiero Moretti	30	Porsche Turbo	GT	26
23	5	Paul Newman	33	Datsun Turbo	GTU	23
24	13	Walt Bohren	98	Mazda RX-7	GT	13
25	27	Jim Whelan/Kathy Guertin	76	Ford Pinto	GT	11
26	16	Gerry Wellik	50	Chevrolet Monza	GT	10
27	23	Larry Stephens	70	Chevrolet Corvette Turbo	GT	8
28	6	Ludwig Heimrath Jr.	07	Porsche Turbo	GT	7
29	17	Jim Cook	82	Mazda RX-7	GTU	5
30	12	Don Devendorf	83	Datsun ZX Turbo	GTO	4
31	22	George Drolsom	34	Porsche 924 Carrera	GTO	1

Purse: $41,750
Winner's Share: $8,950
Time of Race: 1:08:44.106
Winning Speed: 109.987 mph
Margin of Victory: 53.473 seconds
Fastest GT Qualifier: #8–John Paul Jr.: 100.448 mph (1:47.518)
Fastest GTO Qualifier: #25–David Cowart: 86.935 mph (2:04.231)
Fastest GTU Qualifier: #23–Dick Davenport: 87.129 mph (2:03.954)
Fastest GT Lap: #8–John Paul Jr. (114.686 mph on fifth lap)
Fastest GTO Lap: #25–David Cowart (104.54 mph on 22nd lap) (Record)
Fastest GTU Lap: #85–Logan Blackburn (101.82 mph on sixth lap)

Daytona International Speedway / July 4, 1981

PAUL REVERE 250, DAYTONA BEACH, FLA., 65 LAPS/249.6 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Mauricio DeNarvaez/Hurley Haywood	46	Porsche Turbo	GT	65
2	5	David Cowart/Kenper Miller	25	BMW M-1	GTO	63
3	2	John Paul Jr.	18	Porsche Turbo	GT	62
4	9	Ren Tilton	24	Porsche 934	GTO	60
5	14	Dick Davenport	23	Datsun ZX	GTU	59
6	15	Logan Blackburn	85	Datsun ZX	GTU	58
7	3	Ted Field/Bill Whittington	0	Porsche Turbo	GT	57
8	29	Roger Mandeville/Amos Johnson	55	Mazda RX-7	GTU	56
9	13	Jim Cook/John Casey	82	Mazda RX-7	GTU	56
10	28	Jim Downing	50	Mazda RX-7	GTU	56
11	27	Bob Speakman	81	Datsun Z	GTU	55
12	34	Ron Case	38	Porsche 911	GTU	55
13	33	Kurt Roehrig/Dave White	01	Porsche 911	GTU	55
14	17	Ed Kuhel/Dick Neland	37	Chevrolet Camaro	GTO	55
15	20	Hoyt Overbagh	29	Chevrolet Monza	GTO	53
16	38	Ron Reed	6	Datsun Z	GTU	53
17	21	Fred Snow/Jack Swanson	52	Chevrolet Camaro	GT	53
18	20	Bobby Rahal/Bob Garretson	9	Porsche Turbo	GT	50
19	30	Del Russo Taylor	74	Buick Chevron	GT	48
20	31	Bob Lee	60	AMC AMX	GTO	46
21	32	Jimmy Tumbleston	10	Chevrolet Camaro	GT	43
22	39	Bill Nelson/Dale Kreider	63	Pontiac Firebird	GTO	42
23	6	Jamsal/Eduardo Barrientos	84	Porsche Turbo	GT	39
24	7	John Carusso	48	Chevrolet Corvette	GTO	32
25	23	Irwin Ayes/Albert White	8	Chevrolet Corvette	GTO	27
26	12	Glenn Worthington/Rick Kump	39	Chevrolet Camaro	GTO	26
27	8	Joe Cotrone	42	Chevrolet Corvette	GTO	24

28	19	Robert Overby	22	Porsche 914/4	GTU	22
29	26	Doug Lutz	15	Porsche Carrera	GTO	22
30	36	Paul Metz	78	Plymouth Barracuda	GTO	17
31	24	Dan Veach	11	Mazda RX-7	GTU	11
32	4	Billy Hagan	44	Chevrolet Camaro	GT	9
33	11	Bill Whittington	00	Porsche Turbo	GT	8
34	22	Jack Dunham	66	Mazda RX-7	GTU	7
35	25	Charles Morgan	71	Datsun ZX	GTU	3
36	16	Tico Almeida	05	Porsche Carrera	GTO	3
37	18	Don Cummings	97	Chevrolet Monza	GT	2

Purse: $43,400
Winners' Share: $9,600
Time of Race: 2:17:30.113
Winning Speed: 108.914 mph
Margin of Victory: Two laps, one minute, 50.999 seconds
Fastest GT Qualifier: #46–Hurley Haywood: 131.129 mph (1:45.423)
Fastest GTO Qualifier: #25–David Cowart: 119.944 mph (1:55.254)
Fastest GTU Qualifier: #82–Jim Cook: 110.02 mph (2:05.65)
Fastest GT Lap: #00–Bill Whittington (128.979 mph on fourth lap)
Fastest GTO Lap: #25–David Cowart (118.641 mph on 29th lap)
Fastest GTU Lap: #85–Logan Blackburn (110.424 mph on second lap)

Sears Point International Raceway / July 26, 1981

DATSUN CAMEL GT, SONOMA, CALIF., 40 LAPS/100.92 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Klaus Ludwig	6	Ford Mustang Turbo	GT	40
2	3	Brian Redman	7	Chevrolet Lola T-600	GT	40
3	1	John Paul Jr.	8	Chevrolet Lola T-600	GT	40
4	8	Gianpiero Moretti	30	Porsche Turbo	GT	39
5	12	Mauricio DeNarvaez	46	Porsche Turbo	GT	38
6	11	Dennis Aase	11	BMW M-1	GTO	38
7	14	David Cowart	25	BMW M-1	GTO	38
8	10	Paul Newman	33	Datsun Turbo	GT	37
9	6	Bruce Canepa	12	Porsche Turbo	GT	36
10	18	Frank Leary	48	Datsun ZX Turbo	GTO	36
11	22	Rene Rodriguez	04	Porsche Carrera	GTO	34
12	24	Ron Maccario	92	Chevrolet Corvette	GTO	34
13	27	Brent Regan	24	Porsche Carrera	GTO	33
14	28	Chuck Kendall	58	Porsche Carrera	GTO	30
15	15	John Chamberlain	76	Chevrolet Corvette	GT	30
16	13	Don Devendorf	83	Datsun ZX Turbo	GTO	25
17	18	Joe Crevier	67	BMW M-1	GTO	20
18	4	Bobby Rahal	9	Porsche Turbo	GT	18
19	7	Ted Field	0	Porsche Turbo	GT	16
20	9	David Hobbs	2	BMW M-1C	GT	12
21	31	Rich Sloma	27	Chevrolet Corvette	GT	10
22	5	John Fitzpatrick	1	Porsche Turbo	GT	9
23	23	Al Thomas	96	Porsche Carrera	GTO	4
24	25	Vic Manuelli	80	Ford Pantera	GT	3
25	19	Tom Marx	31	Porsche Carrera	GTO	3
26	21	Ardie Oji	61	Chevrolet Monza	GT	1
27	26	Walter Benson	89	Chevrolet Camaro	GTO	1
28	17	Larry Park	5	Chevrolet Corvette	GTO	0
29	20	Bob Copeman	49	Porsche Carrera	GTO	0

Purse: $30,500
Winner's Share: $6,950
Time of Race: 1:05:09.489
Winning Speed: 92.931 mph (Record)
Margin of Victory: 3.116 seconds
Fastest GT Qualifier: #8–John Paul Jr.: 97.061 mph (1:33.559) (Record)
Fastest GTO Qualifier: #11–Dennis Aase: 90.644 mph (1:40.203) (Record)
Fastest GT Lap: #7–Brian Redman (94.899 mph on 40th lap) (Record)
Fastest GTO Lap: #11–Dennis Aase (88.535 mph on third lap) (Record)

Portland International Raceway / August 2, 1981

G.I. JOE'S/DATSUN GRAND PRIX, PORTLAND, ORE., 53 LAPS/101.5 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Brian Redman	7	Chevrolet Lola T-600	GT	53
2	10	Gianpiero Moretti	30	Porsche Turbo	GT	52
3	4	Bobby Rahal	9	Porsche Turbo	GT	52
4	7	David Hobbs	2	BMW M-1C	GT	52
5	5	Ted Field	0	Porsche Turbo	GT	52
6	26	Paul Newman	33	Datsun Turbo	GT	50
7	6	Mauricio DeNarvaez	46	Porsche Turbo	GT	50
8	13	David Cowart	25	BMW M-1	GTO	49
9	15	Neil Shelton	28	Porsche Carrera	GTO	49
10	11	Don Devendorf	83	Datsun ZX Turbo	GTO	48
11	16	Joe Crevier	67	BMW M-1	GTO	47
12	18	David Schroeder	54	Porsche Carrera	GTO	47
13	32	Tom Eastham	68	Chevrolet Camaro	GTO	47
14	19	Rene Rodriguez	04	Porsche Carrera	GTO	47
15	21	Bob Copeman	49	Porsche Carrera	GTO	46
16	22	Walter Benson	89	Chevrolet Camaro	GTO	46
17	24	Karl Durkheimer	17	Porsche Carrera	GTO	45
18	23	Chuck Kendall	58	Porsche Carrera	GTO	44
19	14	John Chamberlain	76	Chevrolet Corvette	GT	36
20	20	Dan Pearson	73	Chevrolet Corvette	GTO	35
21	9	Rich Sloma	27	Chevrolet Corvette	GT	30
22	12	Dennis Aase	11	BMW M-1	GTO	30
23	1	John Paul Jr.	8	Chevrolet Lola T-600	GT	25
24	8	Hershel McGriff	77	Chevrolet Corvette	GT	20
25	17	D.E. Nichols	29	Chevrolet Corvette	GTO	2
26	25	Gordie Smith	91	Plymouth Volare	GT	1
27	3	John Fitzpatrick	1	Porsche Turbo	GT	0

Purse: $31,300
Winner's Share: $7,000
Time of Race: 1:00:07.34
Winning Speed: 101.288 mph (Record)
Margin of Victory: One lap, 32.96 seconds
Fastest GT Qualifier: #8–John Paul Jr.: 105.817 mph (1:05.15)
Fastest GTO Qualifier: #83–Don Devendorf: 96.391 mph (1:10.067) (Record)
Fastest GT Lap: #8–John Paul Jr. (104.233 mph on 10th lap) (Record)
Fastest GTO Lap: #25–David Cowart (95.856 mph on 20th lap) (Record)

Mosport Park / August 16, 1981

MOLSON 1000, BOWMANVILLE, ONT., 229 LAPS/563.1 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Harald Grohs/Rolf Stommelen	3	Porsche Turbo	GT	229
2	35	Brian Redman/Eppie Wietzes	7	Chevrolet Lola T-600	GT	229
3	2	Ted Field/Bill Whittington	0	Porsche Turbo	GT	222
4	17	Preston Henn/Edgar Doeren	09	Porsche Turbo	GT	219
5	11	David Cowart/Kenper Miller	25	BMW M-1	GTO	218
6	5	John Fitzpatrick/Jim Busby	1	Porsche Turbo	GT	218
7	30	Mauricio DeNarvaez/Bob Garretson	46	Porsche Turbo	GT	216
8	16	Albert Naon/Tony Garcia	54	BMW M-1	GTO	211
9	14	Lee Mueller/Walt Bohren	92	Mazda RX-7	GTU	209
10	19	Jamsal/Eduardo Galdamez	84	Porsche Turbo	GT	206
11	21	Frank Carney/Dick Davenport	23	Datsun ZX	GTU	206
12	8	Bob Akin/Skeeter McKitterick	5	Porsche Turbo	GT	206
13	24	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTO	203
14	7	David Hobbs/Hans Stuck	2	BMW M-1	GT	192
15	15	Ludwig Heimrath/Ludwig Heimrath Jr.	07	Porsche 924 Carrera	GTO	186
16	29	Pepe Romero/Diego Febles	17	Porsche Turbo	GT	185
17	32	Peter Aschenbrenner/Peter Tescher	27	Porsche 914/6	GTU	184
18	28	Peter Bulkowski/Luc Bernar	42	Triumph TR-8	GTO	183
19	25	Fritz Hochreuter/Rudy Bartling/Norm Ridgely	53	Porsche Carrera	GTO	169
20	12	David Deacon/Mike Freberg	40	BMW M-1	GTO	167
21	23	Chester Vincentz/Derek Bell	91	Porsche 934	GTO	145
22	33	Stephen Lax/Herman Lansberg/Peter Moenick	21	Porsche 911	GTU	140
23	26	Wayne Baker/Robert Overby	57	Porsche 914/6	GTU	139
24	38	Jean Kjoller/Jay Kjoller	72	Porsche Carrera	GTO	124
25	18	Logan Blackburn/Dave Frellsen	85	Datsun ZX	GTU	123
26	10	Gianpiero Moretti/Bobby Rahal	30	Porsche Turbo	GT	105
27	31	Mo Carter/Bill Adam	88	Chevrolet Camaro	GT	104
28	20	Wayne Baker/Robert Overby	22	Porsche 914/4	GTU	94
29	6	Chris Cord/Jim Adams	19	Chevrolet Lola T-600	GT	56
30	3	John Paul Jr.	18	Porsche Turbo	GT	41
31	13	Fred Stiff	39	Mazda RX-7	GTO	34
32	34	Janis Taylor	74	Buick Chevron	GT	4
33	27	Rick Bye	73	Porsche 911	GTU	0

Purse: $44,500
Winners' Share: $10,950
Time of Race: 6:00:43.972
Winning Speed: 93.661 mph
Margin of Victory: 22.736 seconds
Fastest GT Qualifier: #3–Rolf Stommelen: 112.118 mph (1:18.956) (Record)
Fastest GTO Qualifier: #25–Kenper Miller: 101.858 mph (1:26.909) (Record)
Fastest GTU Qualifier: #92–Walt Bohren: 98.176 mph (1:30.169) (Record)
Fastest GT Lap: #0–Bill Whittington (109.754 mph on 85th lap)
Fastest GTO Lap: #25–Kenper Miller (102.462 mph on 149th lap) (Record)
Fastest GTU Lap: #92–Walt Bohren (96.071 mph on 69th lap)

Road America / August 23, 1981

PABST 500, ELKHART LAKE, WIS., 125 LAPS/500 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Rolf Stommelen/Harald Grohs	3	Porsche Turbo	GT	125
2	4	Brian Redman/Sam Posey	7	Chevrolet Lola T-600	GT	125
3	3	Chris Cord/Jim Adams	19	Chevrolet Lola T-600	GT	121
4	10	Bob Garretson/Tom Gloy	9	Porsche Turbo	GT	119
5	7	Gianpiero Moretti/Bobby Rahal	30	Porsche Turbo	GT	118
6	6	John Fitzpatrick/Jim Busby	1	Porsche Turbo	GT	118
7	8	Ted Field/Bill Whittington	0	Porsche Turbo	GT	111
8	24	Walt Bohren/Lee Mueller	92	Mazda RX-7	GTU	111
9	15	Dennis Aase/Chuck Kendall/Pete Smith	11	BMW M-1	GTO	110
10	25	Logan Blackburn/Dave Frellsen	85	Datsun ZX	GTU	109
11	27	Wayne Baker/Robert Overby	22	Porsche 914/4	GTU	106
12	44	Charles Morgan/Jim Miller	71	Datsun ZX	GTU	105
13	1	John Paul Jr./John Paul Sr.	18	Porsche Turbo	GT	104
14	37	Roger Mandeville/Amos Johnson	55	Mazda RX-7	GTU	104
15	49	George Follmer/Mike Follmer/Rameau Johnson	15	Toyota Celica	GTU	103
16	45	Tim Selby/Earl Roe	26	Porsche Carrera	GTO	103
17	43	Billy Hagan/Bob Mitchell	44	Chevrolet Camaro	GT	102
18	30	Rusty Schmidt/Scott Schmidt	41	Chevrolet Corvette	GTO	100
19	55	Doug Grunnet/Jim Burt	12	Mazda RX-7	GTU	99
20	51	Bruce Nesbitt/Glen Johnson	78	Mazda RX-2	GTU	98
21	50	Jim Downing/Irv Hoerr	50	Mazda RX-7	GTU	95
22	17	Albert Naon/Tony Garcia/Hiram Cruz	54	BMW M-1	GTO	95
23	33	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTO	94
24	34	Frank Carney/Dick Davenport	23	Datsun ZX	GTU	93
25	28	Jim Cook/John Casey	82	Mazda RX-7	GTU	92
26	54	Anatoly Arutunoff/Jose Marina	13	Lancia Stratos	GTU	88
27	12	Mauricio DeNarvaez/Derek Bell	46	Porsche Turbo	GT	85
28	39	Dale Kreider/Bill Nelson	75	Chevrolet Corvette	GTO	82
29	57	John Morgan/Charles Moseley	27	Datsun Z	GTU	74
30	26	Rene Rodriguez/Ernesto Soto	04	Porsche Carrera	GTO	71
31	21	John Carusso/Phil Currin	48	Chevrolet Corvette	GTO	69
32	31	Jamsal/Karen Erstad/Eduardo Galdamez	84	Porsche Turbo	GT	66
33	16	Bob Akin/Skeeter McKitterick	5	Porsche Turbo	GT	62
34	13	David Cowart/Kenper Miller	25	BMW M-1	GTO	60
35	48	Clark Howey/Dale Koch	73	Chevrolet Camaro	GTO	52
36	14	Edgar Doeren/Danny Sullivan	09	Porsche Turbo	GT	50
37	18	Don Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	46
38	22	Werner Frank/Rudy Bartling	03	Porsche 934	GTO	45
39	36	Del Russo Taylor	74	Buick Chevron	GT	41
40	19	Joe Crevier/Al Unser Jr.	67	BMW M-1	GTO	40
41	42	Jeff Scott/Dave Finch	57	Porsche 914/6	GTU	39
42	38	Jim Moyer/Bill Pate	49	Chevrolet Corvette	GTU	37
43	20	Pepe Romero/Joe Varde	17	Porsche Turbo	GT	36
44	23	George Follmer	16	Toyota Celica	GTU	25
45	41	Bob Kivela	28	Chevrolet Corvette	GTO	24
46	29	Herb Forrest/Robert Overby	88	Chevrolet Corvette	GTO	22
47	5	David Hobbs/Vern Schuppan	2	BMW M-1C	GT	22
48	53	Roger Blink/Dan Schott	60	Chevrolet Corvette	GTO	10
49	40	Jack Buchinger	38	Datsun ZX	GTU	9
50	32	Dave Horchler	81	Chevrolet Corvette	GTO	0

Purse: $67,450
Winners' Share: $17,950
Time of Race: 4:44:35.38
Winning Speed: 105.415 mph (Record)
Margin of Victory: One minute, 50.62 seconds
Fastest GT Qualifier: #3–Rolf Stommelen: 112.185 mph (2:08.359) (Record)
Fastest GTO Qualifier: #25–Kenper Miller: 103.963 mph (2:18.511) (Record)

Fastest GTU Qualifier: #16–George Follmer: 96.829 mph (2:28.715)
Fastest GT Lap: #18–John Paul Jr. (110.557 mph on 13th lap) (Record)
Fastest GTO Lap: #83–Don Devendorf (102.608 mph on 34th lap) (Record)
Fastest GTU Lap: #92–Walt Bohren (96.077 mph on 16th lap) (Record)

Mid-Ohio Sports Car Course / August 30, 1981

LUMBERMENS 6-HOUR NORTH AMERICAN SPORTS CAR CHAMPIONSHIP, LEXINGTON, OHIO, 130 LAPS/312 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	5	Rolf Stommelen/Derek Bell	3	Porsche Turbo	5	130
2	7	John Fitzpatrick/Jim Busby	1	Porsche Turbo	5	129
3	3	Richard Guider/Bertil Roos	68	Cicale-March	6	129
4	11	Dennis Aase/Jim Cook	111	BMW M-1	4	124
5	2	Jim Trueman/Bobby Rahal	25	Ralt RT 2	6	124
6	14	Doc Bundy/Al Holbert	12	Porsche 924 Carrera	4	121
7		Chester Vincentz/John Wood	91	Porsche 934	4	117
8	17	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	4	117
9	29	Ray Ratcliff/M.L. Speer	18	Porsche Turbo	5	116
10	31	Bob Beasley/George Stone	8	Porsche Carrera	4	115
11	24	Steve Southard/Mark Altman	40	Porsche Carrera	4	115
12	18	Billy Hagan/Terry Labonte	44	Chevrolet Camaro	5	114
13	9	Bob Akin/Skeeter McKitterick	5	Porsche Turbo	5	114
14	27	Earl Roe/Tim Selby	26	Porsche Carrera	4	113
15	19	Larry Trotter/Larry Voit	31	Chevrolet Corvette	4	112
16	32	Bob Copeman/Lawrence Farmer	9	Porsche Carrera	4	110
17	28	Kim Mason/Don Yenko	16	Chevrolet Corvette	4	110
18	34	Jay Kjoller/Jean Kjoller	72	Porsche Carrera	4	109
19	21	Werner Frank/Rudy Bartling	03	Porsche 934	4	109
20	26	Charles Morgan Jr./Jim Miller	70	Datsun ZX	4	108
21		Joe Crevier/Bill Koll	67	BMW M-1	4	107
22		Philip Keirn/Gail Engle	71	Chevrolet Corvette	4	104
23	37	John Higgins/Larry Connor	39	Porsche Carrera	4	104
24	22	Ludwig Heimrath Sr./Ludwig Heimrath Jr.	07	Porsche 924 Carrera	4	103
25	35	Paul Chunta/Mark Voegele	10	Chevrolet Corvette	4	97
26	16	Joe Salyer/Larry Wood	73	Chevron B26/31	6	94
27	40	Kerry Hitt/Scott Perfetto	6	Chevrolet Corvette	4	89
28	10	E.B. Lunken/John O'Steen	61	March 73/77S	6	87
29	15	Del Russo Taylor/Janis Taylor	74	Buick Chevron	5	82
30		Jim Moyer/Phil Pate	49	Chevrolet Corvette	4	72
31	25	Dale Kreider/Peter Knab	75	Chevrolet Corvette	4	62
32	8	Chris Cord/Jim Adams	19	Chevrolet Lola T-600	5	59
33	36	Joe Scheckel/Jerry Lancaster	2	Chevrolet Corvette	4	38
34	13	John Carusso/Phil Currin	43	Chevrolet Corvette	4	30
35	1	Tom Klausler	81	Frisbee	8	14
36	4	John Paul Jr.	78	Chevrolet Lola T-600	5	12
37	6	Graham McRae	28	McRae GM 9	8	11
38	12	Jake Jeppersen/Peter Smith	99	Chevron B23	6	10
39	33	Terry Whitlock	85	Lola T240/2	6	8
40	30	Rainer Brezinka	93	Porsche Carrera	4	5
41		Tracy Wolf	23	Chevrolet Monza	5	4

Purse: $149,900
Winners' Share: $46,200
Time of Race: 3:21:43.278
Winning Speed: 92.801 mph (Record)
Margin of Victory: One lap, 12.389 seconds
Fastest Group 8 Qualifier: #81–John Morton: 102.276 mph (1:24.477)
Fastest Group 6 Qualifier: #25–Bobby Rahal: 101.137 mph (1:25.429) (Record)
Fastest Group 5 Qualifier: #78–John Paul Jr.: 99.913 mph (1:26.475) (Record)
Fastest Group 4 Qualifier: #111–Dennis Aase: 93.287 mph (1:32.617) (Record)
Fastest Group 8 Lap: #81–Tom Klausler (98.294 mph on 10th lap)
Fastest Group 6 Lap: #25–Jim Trueman (99.014 mph on 50th lap)
Fastest Group 5 Lap: #3–Rolf Stommelen (96.698 mph on 41st lap)
Fastest Group 4 Lap: #111–Dennis Aase (91.768 mph on 49th lap)

Road Atlanta / September 13, 1981

ROAD ATLANTA CAMEL GT , BRASELTON, GA., 60 LAPS/151.2 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	5	Brian Redman	7	Chevrolet Lola T-600	GT	60
2	7	Ted Field	0	Porsche Turbo	GT	59
3	8	Mauricio DeNarvaez	46	Porsche Turbo	GT	58
4	10	Kenper Miller	25	BMW M-1	GTO	57
5	20	Dennis Aase	11	BMW M-1	GTO	56
6	9	Hershel McGriff	77	Chevrolet Corvette	GT	56
7	14	Denny Wilson	5	BMW M-1	GTO	55
8	26	Tony Garcia	54	BMW M-1	GTO	55
9	12	Don Devendorf	83	Datsun ZX Turbo	GTO	55
10	18	Joe Crevier	67	BMW M-1	GTO	53
11	17	Rene Rodriguez/Ernesto Soto	04	Porsche Carrera	GTO	53
12	32	Del Russo Taylor	74	Buick Chevron	GT	51
13	27	Ford Smith	12	Chevrolet Corvette	GTO	51
14	2	John Paul Jr.	8	Chevrolet Lola T-600	GT	50
15	13	Billy Hagan/Gene Felton	44	Chevrolet Camaro	GT	50
16	25	Ron Case	38	Porsche Carrera	GTO	46
17	24	Philip Keirn	71	Chevrolet Corvette	GTO	46
18	4	David Hobbs	2	BMW M-1C	GT	40
19	11	Bruce Leven/Hurley Haywood	86	Porsche Turbo	GT	27
20	19	Lloyd Frink	21	Chevrolet Corvette	GT	26
21	1	John Fitzpatrick	1	Porsche Turbo	GT	19
22	3	Gianpiero Moretti	30	Porsche Turbo	GT	19
23	16	Larry Trotter	31	Chevrolet Corvette	GTO	17
24	22	Tom Winters	70	Porsche 924 Carrera	GTO	15
25	15	Marty Hinze/Joe Varde	22	Porsche Turbo	GT	9
26	30	Dan Furey	47	Chevrolet Furey MK 1	GT	9
27	6	John Paul Sr.	18	Porsche Turbo	GT	8
28	23	Jimmy Tumbleston	10	Chevrolet Camaro	GT	6
29	21	Dick Neland	37	Chevrolet Camaro	GTO	3

Purse: $39,350
Winners' Share: $9,250
Time of Race: 2:03:24.433
Winning Speed: 73.512 mph
Margin of Victory: One lap, 51.68 seconds
Fastest GT Qualifier: #1–John Fitzpatrick: 115.09 mph (1:18.825)
Fastest GTO Qualifier: #25–Kenper Miller: 106.75 mph (1:24.98) (Record)
Fastest GT Lap: #8–John Paul Jr. (112.752 mph on 22nd lap)
Fastest GTO Lap: #83–Don Devendorf (104.818 mph on second lap) (Record)

Pocono International Raceway / September 27, 1981

KENWOOD STEREO 500, LONG POND, PA., 150 LAPS/420 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	John Paul Jr./John Paul Sr.	18	Porsche Turbo	GT	150
2	4	Brian Redman/Ralph Kent Cooke	7	Chevrolet Lola T-600	GT	150
3	3	John Fitzpatrick/Jim Busby	1	Porsche Turbo	GT	148
4	2	Chris Cord/Jim Adams	19	Chevrolet Lola T-600	GT	147
5	12	David Cowart/Kenper Miller	25	BMW M-1	GTO	145
6	8	Bruce Leven/Hurley Haywood	86	Porsche Turbo	GT	145
7	13	Tony Garcia/Albert Naon	54	BMW M-1	GTO	142
8	18	Walt Bohren/Rick Knoop	98	Mazda RX-7	GTU	137
9	15	Lee Mueller/Kathy Rude	02	Mazda RX-7	GTU	137
10	14	Jim Cook/John Casey	82	Mazda RX-7	GTU	136
11	16	Joe Crevier/Tom Winters	67	BMW M-1	GTO	134
12	10	Billy Hagan/Gene Felton	44	Chevrolet Camaro	GT	132
13	23	Doug Carmean/Mike Pinney/John O'Steen	51	Mazda RX-7	GTU	131
14	24	Steve Southard/Mark Altman/Gary Altman	40	Porsche Carrera	GTO	130
15	19	Wayne Baker/Robert Overby	22	Porsche 914/4	GTU	130
16	26	Wayne Darling/Fred Darling	45	Chevrolet Camaro	GT	130
17	30	Roger Mandeville/Amos Johnson	55	Mazda RX-7	GTU	127
18	33	Jim Downing/Irv Hoerr	50	Mazda RX-7	GTU	127
19	32	Bob Lee/Guy Church	60	AMC AMX	GTO	125
20	31	Al Cosentino/Bob Speakman	4	Mazda RX-7	GTU	124
21	27	Kurt Roehrig/Dave White	01	BMW 320i	GTU	120
22	35	Bruce Nesbitt/Glen Johnson	78	Mazda RX-2	GTU	118
23	40	Randy Pollock/Nick Moore	74	Mazda RX-7	GTU	117
24	37	Bob Lengel/Dave Nicholas	75	Mercury Capri	GTU	114
25	34	Mike Oleyar/Richard Weiss	93	Chevrolet Corvette	GTO	110
26	25	Bob Copeman/Lawrence Farmer	49	Porsche Carrera	GTO	87
27	6	Ted Field/Bill Whittington	0	Porsche Turbo	GT	76
28	20	Charles Morgan	71	Datsun ZX	GTU	71
29	36	Jean Kjoller/Jay Kjoller	72	Porsche Carrera	GTO	70
30	22	Del Russo Taylor/Janis Taylor	14	Buick Chevron	GT	68
31	5	Bob Akin/Craig Siebert	5	Porsche Turbo	GTO	60
32	21	George Alderman/Carson Baird	32	Datsun Z	GTU	51
33	9	Volkert Merl/Ray Ratcliff	6	Porsche Turbo	GT	47
34	28	Chester Vincentz	91	Porsche 934	GTO	23
35	29	Dave Horchler	81	Chevrolet Corvette	GTO	14

Purse: $51,475
Winners' Share: $12,750
Time of Race: 4:02:12.4
Winning Speed: 104.902 mph
Margin of Victory: Two minutes, 7.206 seconds
Fastest GT Qualifier: #18–John Paul Jr.: 118.329 mph (1:25.186) (Record)
Fastest GTO Qualifier: #25–Kenper Miller: 108.632 mph (1:32.79)
Fastest GTU Qualifier: #82–Jim Cook: 102.959 mph (1:37.903) (Record)
Fastest GT Lap: #19–Jim Adams (115.942 mph on 78th lap) (Record)
Fastest GTO Lap: #25–Kenper Miller (107.623 mph on 35th lap)
Fastest GTU Lap: #82–Jim Cook (102.345 mph on 56th lap) (Record)

Daytona International Speedway / November 29, 1981

DAYTONA CAMEL GT 250, DAYTONA BEACH, FLA., 65 LAPS/249.6 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	John Paul Jr.	18	Porsche Turbo	GT	65
2	3	Brian Redman	7	Chevrolet Lola T-600	GT	65
3	4	Hurley Haywood	86	Porsche Turbo	GT	65
4	6	Mauricio DeNarvaez	46	Porsche Turbo	GT	64
5	10	Ted Field/Don Whittington	00	Porsche Turbo	GT	64
6	11	Josele Garza	8	Porsche Turbo	GT	63
7	17	David Cowart/Kenper Miller	25	BMW M-1	GTO	62
8	2	John Fitzpatrick	1	Porsche Turbo	GT	62
9	18	Tony Garcia	54	BMW M-1	GTO	61
10	20	Denny Wilson	73	BMW M-1	GTO	61
11	12	Bob Akin/Skeeter McKitterick	5	Porsche Turbo	GT	61
12	21	Bob Raub	4	Chevrolet Camaro	GTO	59
13	30	Walt Bohren	98	Mazda RX-7	GTU	58
14		John Carusso	48	Chevrolet Corvette	GTO	58
15	41	Roger Schramm/Werner Frank	91	Porsche Carrera	GTO	58
16	38	Logan Blackburn	85	Datsun ZX	GTU	57
17	13	Bobby Rahal/Bob Garretson	9	Porsche Turbo	GT	57
18	31	M.L. Speer/Terry Wolters	35	Porsche Carrera	GTO	57
19	37	Hoyt Overbagh	29	Chevrolet Monza	GTO	57
20	33	Lee Mueller	92	Mazda RX-7	GTU	57
21	51	George Alderman	32	Datsun Z	GTU	56
22	46	Ed Kuhel/Dick Neland	37	Chevrolet Camaro	GTO	56
23	43	George Drolsom	34	Porsche 924 Carrera	GTO	55
24	58	Bob Speakman	49	Mazda RX-7	GTU	55
25	32	Doug Lutz/Dave Panaccione	15	Porsche Carrera	GTO	54
26	57	Jim Trueman/Doug Carmean	51	Mazda RX-7	GTU	54
27	44	Glenn Worthington/Rick Kump	39	Chevrolet Camaro	GTO	54
28	34	Dave Kreider	75	Chevrolet Corvette	GTO	54
29	65	Del Russo Taylor	14	Buick Chevron	GT	52
30	8	Dale Whittington/Randy Lanier	95	Porsche Turbo	GT	50
31	66	Roger Mandeville/Amos Johnson	55	Mazda RX-7	GTU	50
32	16	Kevin Cogan/Peter Kuhn/Klaus Ludwig	16	Ford Mustang Turbo	GT	49
33	63	Bob Lee	60	AMC AMX	GTO	49
34	55	Al Levenson	06	Chevrolet Corvette	GTO	48
35	29	Rene Rodriguez/Fred Flaquer	04	Porsche Carrera	GTO	48
36	47	Philip Keirn	76	Chevrolet Corvette	GTO	48
37	59	Jimmy Tumbleston/Tim Baker	20	Chevrolet Camaro	GT	48
38	22	Dave Heinz	10	Chevrolet Camaro	GTO	47
39	68	Don Cummings/Ed Justus	97	Ford Mustang	GTO	44
40	60	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	44
41	45	Mike Zimicki	47	Mazda RX-7	GTU	43
42	24	Jack Refenning/Ren Tilton	24	Porsche 934	GTO	43
43	27	Ford Smith	72	Chevrolet Corvette	GTO	43
44	36	Ron Hunter/Terry Gimmell	01	Mercury Capri	GTO	43
45	62	Kerry Hitt	80	Chevrolet Corvette	GTO	35
46	40	Joe Crevier/Jeff Scott	67	BMW M-1	GTO	33
47	39	Rusty Schmidt/Scott Schmidt	41	Chevrolet Corvette	GTO	32
48	15	Billy Hagan	44	Chevrolet Camaro	GT	32
49	28	Preston Henn/Bonnie Henn	09	Porsche Turbo	GT	31
50	7	Klaus Ludwig/Rick Mears	6	Ford Mustang Turbo	GT	29
51	54	Bob Penrod	45	Ford Mustang	GTO	27
52	69	George Stone/Bob Beasley	88	Porsche Carrera	GTO	26
53	70	Al Bacon/John Ashford	33	Porsche Carrera	GTO	25
54	71	Paul Metz	78	Plymouth Barracuda	GTO	24
55	26	Craig Carter	56	Chevrolet Camaro	GTO	23
56	80	Exay Borrero/Joe Varde	64	BMW 320i	GTU	23
57	56	Rick Cline	36	Mazda RX-7	GTU	21
58	42	Wayne Baker	22	Porsche 914/4	GTU	19

59		Richard Anderson/Bard Boand	84	Chevrolet Corvette	GTO	19
60	72	Dan Robson	42	Datsun B210	GTU	15
61	53	Tommy Riggins	12	Chevrolet Camaro	GTO	13
62	61	Irv Hoerr	50	Mazda RX-7	GTU	12
63	67	C.C. Canada	61	Chevrolet Corvette	GTO	11
64	49	Charles Morgan	71	Datsun ZX	GTU	10
65	73	Bill Nelson/Gene Forsthofel	63	Pontiac Firebird	GTO	10
66	74	John Morgan	57	Datsun Z	GTU	9
67	25	Lloyd Frink	21	Chevrolet Corvette	GTO	2
68	50	Jack Dunham	66	Mazda RX-7	GTU	2
69	64	Ron Case	38	Porsche 911	GTU	1
70	9	Marty Hinze	2	Porsche Turbo	GT	0
71	19	Phil Currin	99	Chevrolet Corvette	GTO	0
72	35	Tico Almeida	05	Porsche Carrera	GTO	0

Purse: $47,825
Winner's Share: $11,450
Time of Race: 2:02:21.09
Winning Speed: 122.402 mph (Record)
Margin of Victory: 1.15 seconds
Fastest GT Qualifier: #1–John Fitzpatrick: 132.806 mph (1:44.092)
Fastest GTO Qualifier: #25–Kenper Miller: 121.106 mph (1:54.148)
Fastest GTU Qualifier: #98–Walt Bohren: 112.526 mph (2:02.852)
Fastest GT Lap: #1–John Fitzpatrick (129.052 mph on second lap)
Fastest GTO Lap: #25–Kenper Miller (121.38 mph on eighth lap) (Record)
Fastest GTU Lap: #98–Walt Bohren (111.304 mph on ninth lap)

1981 Champions and Award Winners

GT Champion: Brian Redman
GTX Manufacturers' Champion: Porsche
AAGT Champion: Ford
Technician of the Year: Jack Deren
Most Improved Driver: Mauricio Rodriguez

Daytona International Speedway / January 30-31, 1982

24 HOUR PEPSI CHALLENGE, DAYTONA BEACH, FLA., 719 LAPS/2,760.94 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	4	John Paul Jr./John Paul Sr./Rolf Stommelen	18	Porsche Turbo	GT	719
2	6	Bob Akin/Derek Bell/Craig Siebert	5	Porsche Turbo	GT	708
3	10	Mauricio DeNarvaez/Jeff Wood/Bob Garretson	46	Porsche Turbo	GT	683
4	18	Yoshimi Katayama/Takashi Yorino/Yojiro Terada	77	Mazda RX-7	GTO	644
5	22	Tico Almeida/Rene Rodriguez/Ernesto Soto	05	Porsche Carrera	GTO	642
6	43	Lee Mueller/Kathy Rude/Allan Moffat	98	Mazda RX-7	GTU	640
7	27	Walt Bohren/Ron Grable/Jim Mullen	92	Mazda RX-7	GTU	632
8	14	Tom Nehl/Nelson Silcox/Tommy Riggins	26	Chevrolet Camaro	GT	626
9	19	Jack Refenning/Ren Tilton/Rusty Bond	24	Porsche 934	GTO	618
10	33	Roger Mandeville/Amos Johnson/Jeff Kline	38	Mazda RX-7	GTU	615
11	53	Paul Miller/Pat Bedard/Jurgen Barth	36	Porsche 924 Carrera	GTO	608
12	29	Dick Neland/Nort Northam/Ed Kuhel	37	Chevrolet Camaro	GTO	602
13	3	Bruce Leven/Hurley Haywood/Al Holbert	86	Porsche Turbo	GT	598
14	34	Jim Downing/John Maffucci/Tom Waugh	63	Mazda RX-7	GTU	590
15	40	Doug Carmean/Ed Pimm/John O'Steen	57	Mazda RX-7	GTU	584
16	35	M.L. Speer/Terry Wolters/Ray Ratcliff	35	Porsche Carrera	GTO	583
17	21	John Morton/Tom Klausler	01	Ford Mustang	GTO	569
18	39	Jack Dunham/Scott Smith Jr./Scott Smith Sr.	66	Mazda RX-7	GTU	562
19	24	Doc Bundy/Jim Busby/Manfred Schurti	58	Porsche 924 Carrera	GTO	558
20	37	George Stone/Jack Lewis/Bob Beasley	88	Porsche Carrera	GTO	558
21	57	Bob Tullius/Bill Adam/Gordon Smiley	44P	Jaguar XJ-S	GT	533
22	63	Jean Kjoller/Bob Nikel/Grady Clay	72	Porsche Carrera	GTO	529
23	13	Bob Wollek/Edgar Doeren/Randy Lanier	6	Ferrari 512 BB/LM	GT	523
24	1	Bobby Rahal/Jim Trueman/Bruce Canepa	9	Chevrolet March 82G	GT	514
25	48	Klaus Bitterauf/Vicki Smith/Scott Flanders	78	Porsche 911	GTU	511
26	16	Tony Garcia/Albert Naon/Rob McFarlin	54	BMW M-1	GTO	475
27	28	Diego Febles/Tato Ferrer/Chiqui Soldevila	50	Porsche Carrera	GTO	464
28	65	Roger Mears/Leonard Emanuelson/Herb Adams	80	Pontiac Firebird	GTO	435
29	67	Jamsal/Eduardo Barrientos/Eduardo Galdamez	84	Porsche 934	GTO	420
30	17	Bob Raub/Bob Leitzinger/Art Pasmas	4	Pontiac Firebird	GTO	420
31	12	Danny Sullivan/Hubert Phipps/Gary Belcher	3	Cosworth Rondeau 382	GT	408
32	49	Carson Baird/Rick Knoop/Tom Pumpelly	65	Ferrari 512 BB/LM	GT	377
33	61	Bill McDill/Mike Meldeau/Tom Juckette	51	Chevrolet Camaro	GT	351
34	11	Bill Koll/Skeeter McKitterick/Irv Hoerr	62	Cosworth Rondeau 362	GT	338
35	45	Ron Case/Craig Case/Russ Long	30	Porsche 911	GTU	332
36	68	John Bauer/Milt Minter/Gary Pratt	02	Ford Mustang	GTO	321
37	53	Ron Hunter/Duane Eitel/Richard Turner	20	Mercury Capri	GTO	304
38	30	Billy Hagan/Terry Labonte/Gene Felton	44	Chevrolet Camaro	GT	295
39	32	Hoyt Overbagh/Peter Kirill/Dave Heinz	29	Chevrolet Monza	GTO	276
40	26	Joe Crevier/Denny Wilson/Fred Stiff	21	BMW M-1	GTO	267
41	44	Gary Wonzer/Bill Bean/Chuck Grantham	42	Porsche 911	GTU	261
42	36	Frank Carney/Dick Davenport/John McComb	23	Datsun ZX	GTU	247
43	56	George Drolsom/Bill Johnson/Werner Frank	34	Porsche 924 Carrera	GTO	238
44	50	Carl Shafer/Joe Mooney/Tony Brassfield	10	Chevrolet Camaro	GT	231
45	5	Preston Henn/Desire Wilson/Marty Hinze	09	Porsche Turbo	GT	229
46	60	Bob Copeman/Tom Marx/Jerry Jolly	49	Porsche Carrera	GTO	220
47	66	Harro Zitza/Doug Zitza/John Belperche	83	Porsche 914/6	GTU	213
48	58	Anatoly Arutunoff/Jose Marina	13	Lancia Stratos	GTU	209
49	47	Jim Fowells/Ray Mummery/John Carruso	27	Mazda RX-7	GTU	168
50	38	Bob Gregg/Bob Young/Ray McIntyre	38	Porsche Carrera	GTO	161
51	7	Ralph Cooke/Eppie Wietzes/Jim Adams	7	Chevrolet Lola T-600	GT	138
52	31	Les Delano/Andy Petery/Jeremy Nightingale	67	AMC Spirit AMX	GTO	137
53	54	Jim Schofield/Brent Regan/Larry Chmura	70	Mazda Chevron	GT	119
54	69	Alan Howes/Paul Natchwey/Oliver Jones	08	Porsche 911	GTU	103
55	25	Dale Kreider/Keith Swope/Peter Knab	75	Chevrolet Corvette	GTO	101
56	23	Ludwig Heimrath/Ludwig Heimrath Jr.	23	Porsche 924 Carrera	GTO	91
57	55	Guy Church/Tom Marx	60	AMC AMX	GTO	91
58	59	Chip Mead/Dave Panaccione/John Graham	15	Porsche Carrera	GTO	71
59	64	Clark Howey/Dale Koch/Tracy Wolf	73	Chevrolet Camaro	GTO	70
60	9	David Cowart/Kenper Miller	25	BMW March 82G	GT	68
61	2	John Fitzpatrick	2	Porsche Turbo	GT	59
62	8	Ted Field	0	Porsche Turbo	GT	55
63	42	Jerry Thompson/Gary English/David Price	89	Chevrolet Camaro	GTO	42
64	46	Amando Ramirez/Steve Cook/Bill Cooper	87	Mazda RX-7	GTU	26
65	20	Bob Bergstrom	79	Porsche 924 Carrera	GTO	12
66	41	Rusty Schmidt/Scott Schmidt/Kerry Hitt	41	Chevrolet Corvette	GTO	9
67	62	Jack Swanson	52	Porsche 911	GTU	2
68	15	Dennis Aase	11	BMW M-1	GTO	1
69	51	Bernard DeDriver	47	Ferrari 512 BB/LM	GT	1

Purse: $122,175
Winners' Share: $31,350
Time of Race: 24:03:5.301
Winning Speed: 114.794 mph
Margin of Victory: 11 laps, two minutes, 35.395 seconds
Fastest GT Qualifier: #9–Bobby Rahal: 133.062 mph (1:43.891)
Fastest GTO Qualifier: #11–Dennis Aase: 120.598 mph (1:54.629)
Fastest GTU Qualifier: #92–Walt Bohren: 111.943 mph (2:03.491)
Fastest GT Lap: #86–Hurley Haywood (125.902 mph on 55th lap)
Fastest GTO Lap: #54–Tony Garcia (117.471 mph on 28th lap)
Fastest GTU Lap: #23–Dick Davenport (110.248 mph on 40th lap)

Sebring Airport / March 20, 1982

COCA-COLA 12 HOURS OF SEBRING, SEBRING, FLA., 244 LAPS/1,268.2 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	6	John Paul Jr./John Paul Sr.	18	Porsche Turbo	GT	244
2	1	Bobby Rahal/Jim Trueman/Mauricio DeNarvaez	46	Chevrolet March 82G	GT	244
3	13	M.L. Speer/Terry Wolters/Charles Mendez	8	Porsche Turbo	GT	237
4	20	Diego Febles/Tato Ferrer/Chiqui Soldevila	50	Porsche Carrera	GTO	235
5	3	Bruce Leven/Hurley Haywood/Al Holbert	86	Porsche Turbo	GT	231
6	26	Roger Mandeville/Jeff Kline/Amos Johnson	38	Mazda RX-7	GTU	224
7	9	Ray Ratcliff/Grady Clay/Skeeter McKitterick	9	Porsche Turbo	GT	224
8	27	Rainer Brezinka/Rudy Bartling/Fritz Hochreuter	39	Porsche Carrera	GTO	221
9	66	John Morton/Tom Klausler	01	Ford Mustang	GTO	219
10	23	Tico Almeida/Ernesto Soto/Rene Rodriguez	05	Porsche Carrera	GTO	218
11	60	Earl Roe/Tim Selby	26	Porsche Carrera	GTO	212
12	5	Bob Akin/Derek Bell/Craig Siebert	5	Porsche Turbo	GT	212
13	29	Jim Downing/Tom Waugh/John Maffucci	63	Mazda RX-7	GTU	209
14	34	Doug Lutz/Dave Panaccione	75	Porsche Carrera	GTO	205
15	42	Milt Minter/John Bauer	02	Ford Mustang	GTO	194
16	53	Jim Fowells/Ray Mummery/John Carruso	27	Mazda RX-7	GTU	194
17	62	Paul Goral/Nort Northam/Jim Burt	61	Porsche 911	GTU	189
18	4	Ted Field/Danny Ongais	00	Porsche Turbo	GT	187
19	32	Joe Crevier/Paul Fassler/Bob Zeigel	21	BMW M-1	GTO	187
20	7	Ralph Cooke/Jim Adams/David Hobbs	7	Chevrolet Lola T-600	GT	184
21	50	Dudley Davis/Henry Godfredson/Charles Lloyd	77	Porsche 911	GTU	184
22	46	Vicki Smith/Klaus Bitterauf/Scott Flanders	78	Porsche 911	GTU	183
23	30	Jim Busby/Doc Bundy/James Brolin	58	Porsche 924 Carrera	GTO	175
24	45	John Rynerson/Van McDonald/Harvey McDonald	68	Porsche 911	GTU	168
25	40	Gary Wonzer/Bill Bean/Chuck Grantham	42	Porsche 911	GTU	164
26	17	Janet Guthrie/Desire Wilson/Bonnie Henn	6	Ferrari 512 BB/LM	GT	163
27	10	Marty Hinze/Bill Whittington/Don Whittington	16	Porsche Turbo	GT	151
28	11	Preston Henn/Dale Whittington/Randy Lanier	09	Porsche Turbo	GT	146
29	65	George Shafer/J. Craig Shafer/Al Crookston	88	Chevrolet Camaro	GTO	144
30	67	Tom Buckley/Peter Aschenbrenner/Gene Rutherford	07	Porsche 914/6	GTU	142
31	31	Don Cummings/Irwin Ayres	97	Chevrolet Monza	GT	141
32	38	Bart Boand/Richard Anderson/Brian Utt	94	Chevrolet Corvette	GTO	138
33	57	Darin Brassfield/Jerry Brassfield/Bill Cooper	4	Pontiac Firebird	GTO	135
34	54	Uli Bieri/Jean-Pierre Silte/Herman Lausberg	93	Porsche 911	GTU	127
35	33	Jack Dunham/Luis Sereix	66	Mazda RX-7	GTU	124
36	37	George Drolsom/Bill Johnson/Tom Davey	34	Porsche 924 Carrera	GTO	119
37	35	Angelo Pallavicini/Neil Crang/John Sheldon	03	Porsche Turbo	GT	119
38	51	Ron Reed/Mike Langlinais	96	Datsun Z	GTU	119
39	14	Tony Garcia/Albert Naon/Fred Stiff	54	BMW M-1	GTO	116
40	64	Bill McDill/Mike Meldeau/Tom Juckette	81	Chevrolet Camaro	GT	104
41	25	Ed Pimm/Walt Bohren/Doug Carmean	51	Mazda RX-7	GTU	103
42	49	Bruce Jernagan/Bill Boyer	20	Chevrolet Camaro	GT	90
43	18	Jamsal/Eduardo Barrientos	84	Porsche 934	GTO	77
44	8	David Cowart/Kenper Miller	25	BMW March 82G	GT	72
45	44	Kenneth LaGrow/Bill Boyer/Jack Turner	69	Chevrolet Monza	GT	68
46	52	Billy Hagan/Gene Felton	44	Chevrolet Camaro	GTO	63
47	47	Ron Case/Michael Barry/Angelo Pizzagelli	30	Porsche 911	GTU	62
48	12	Carson Baird/Tom Pumpelly/Chip Mead	65	Ferrari 512 BB/LM	GT	59
49	63	Del Taylor/Wayne Dassinger	74	Buick Chevron	GT	57
50	36	Luis Gordillo/Manuel Prieto/Mandy Gonzalez	40	Porsche Carrera	GTO	56
51	19	Tom Winters/Robert Overby/Bob Bergstrom	79	Porsche 924 Carrera	GTO	55
52	58	Bob Raub/Tony Brassfield/Carl Shafer	10	Pontiac Firebird	GTO	52
53	28	Luis Mendez/Rafael Sanchez	87	Mazda RX-7	GTU	50
54	59	Raoul Garcia/Armando Fernandez	23	Chevrolet Camaro	GT	38
55	22	Jim Cook/Jim Mullen	82	Mazda RX-7	GTU	36
56	55	Tim Lee/Al White/Craig Pearce	15	Mercury Capri	GTU	36
57	43	Fomfor/Guillermo Valiente	53	BMW CSL	GTO	27
58	16	Phil Currin/John Carruso	48	Chevrolet Corvette	GTO	26
59	56	Ned Skiff/Jim Leo	3	Renault R-12	GTU	26
60	24	Ash Tisdelle/Lance Van Every	19	Porsche Carrera	GTO	23
61	61	Paul Miller	36	Porsche 924 Carrera	GTO	23
62	21	Hershel McGriff	45	Chevrolet Camaro	GT	21
63	48	Bob Lee/Brian Erikson	60	AMC AMX	GTO	18
64	41	Jeffrey Loving	71	Chevrolet Camaro	GTO	14
65	2	John Fitzpatrick	2	Porsche Turbo	GT	7
66	39	Hoyt Overbagh	29	Oldsmobile Starfire	GTO	7
67	15	Dennis Aase	11	BMW M-1	GTO	1

Purse: $66,875
Winners' Share: $15,880
Time of Race: 12:02:16.072
Winning Speed: 105.401 mph
Margin of Victory: Two minutes, 28.27 seconds
Fastest GT Qualifier: #46–Bobby Rahal: 127.289 mph (2:27.067)
Fastest GTO Qualifier: #54–Tony Garcia: 112.566 mph (2:46.303)
Fastest GTU Qualifier: #82–Jim Cook: 106.869 mph (2:55.168)
Fastest GT Lap: #2–John Fitzpatrick (121.173 mph on third lap)
Fastest GTO Lap: #54–Tony Garcia (113.358 mph on fourth lap)
Fastest GTU Lap: #38–Roger Mandeville (104.856 mph on 19th lap)

Road Atlanta / April 4, 1982

ROAD ATLANTA CAMEL GT, BRASELTON, GA., 60 LAPS/151.2 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	John Paul Jr.	18	Porsche Turbo	GT	60
2	3	Danny Ongais	00	Porsche Turbo	GT	60
3	5	Kevin Cogan	16	Ford Mustang Turbo	GT	59
4	4	Ted Field	0	Chevrolet Lola T-600	GT	58
5	7	Dennis Aase	11	BMW M-1	GTO	56
6	6	John Fitzpatrick	22	Porsche Turbo	GT	56
7	8	Phil Currin	99	Chevrolet Corvette	GTO	56
8	10	Bob Raub	4	Pontiac Firebird	GTO	55
9	14	Lloyd Frink	21	Chevrolet Corvette	GTO	53
10	27	Billy Hagan	44	Chevrolet Camaro	GTO	53
11	18	Charlton Holmes	10	Pontiac Firebird	GTO	53
12	15	Ford Smith	12	Chevrolet Corvette	GTO	52
13	19	George Drolsom	34	Porsche 924 Carrera	GTO	52
14	17	Tico Almeida	05	Porsche Carrera	GTO	52
15	22	Al Bacon	88	Porsche Carrera	GTO	50
16	23	Philip Keirn	76	Chevrolet Corvette	GTO	49
17	25	Al Levenson	06	Chevrolet Corvette	GTO	48
18	11	Tom Nehl	26	Chevrolet Camaro	GTO	28
19	24	Tom Winters	79	Porsche 924 Carrera	GTO	27
20	13	Del Russo Taylor	74	Buick Chevron	GT	27
21	16	David Deacon	40	BMW M-1	GTO	24
22	9	Denny Wilson	73	BMW M-1	GTO	17
23	20	Wayne Darling	02	Chevrolet Camaro	GTO	13
24	12	Dan Furey	17	Chevrolet Furey FC11	GT	12
25	21	Ray Mummery	27	Mazda RX-7	GTO	12
26	2	Bobby Rahal	46	Chevrolet March 82G	GT	10
27	26	William McVey	28	Chevrolet Camaro	GTO	2

Purse: $43,550
Winner's Share: $13,550
Time of Race: 1:24:29.219
Winning Speed: 107.378 mph
Margin of Victory: One minute, 14.478 seconds
Fastest GT Qualifier: #18–John Paul Jr.: 115.382 mph (1:18.626)
Fastest GTO Qualifier: #11–Dennis Aase: 104.486 mph (1:19.88)
Fastest GT Lap: #18–John Paul Jr. (113.57 mph on second lap)
Fastest GTO Lap: #73–Denny Wilson (102.694 mph on 16th lap)

Riverside International Raceway / April 25, 1982

LOS ANGELES TIMES/TOYOTA 6-HOUR GRAND PRIX OF ENDURANCE, RIVERSIDE, CALIF., 192 LAPS/624 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Ted Field/Bill Whittington	0	Chevrolet Lola T-600	GT	192
2	46	Al Holbert/Harald Grohs	3	Porsche Turbo	GT	190
3	12	M.L. Speer/Terry Wolters	8	Porsche Turbo	GT	183
4	9	Bob Akin/Craig Siebert/Derek Bell	5	Porsche Turbo	GT	183
5	14	Ray Ratcliff/Grady Clay	9	Porsche Turbo	GT	182
6	11	David Cowart/Kenper Miller	25	BMW March 82G	GT	175
7	29	Jim Cook/Jim Mullen	82	Mazda RX-7	GTU	174
8	27	Jack Dunham/Jeff Kline	66	Mazda RX-7	GTU	174
9	36	Steve Michaelson/Tom Alan Marx/Dennis Lanfre	53	Porsche 911	GTU	172
10	31	Tico Almeida/Ernesto Soto	05	Porsche Carrera	GTO	172
11	33	Frank Carney/Dick Davenport	23	Datsun ZX	GTU	172
12	25	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	171
13	32	Doug Carmean/Jim Trueman/Ed Pimm	51	Mazda RX-7	GTU	170
14	40	Casey Mollett/Frank Honsowetz	48	Datsun Z	GTU	167
15	38	Charles Morgan/Jim Miller/Keith Holbrook	71	Datsun ZX	GTU	167
16	34	Bob Hefner/Bill Cooper/Jim Luckman	45	Porsche 914/6	GTU	166
17	13	Dennis Aase/Chuck Kendall	11	BMW M-1	GTO	162
18	22	John Morton/Tom Klausler	01	Ford Mustang	GTO	161
19	39	Steve Dietrich/Bruce Ovale/Terry Visger	81	Mazda RX-7	GTU	161
20	28	George Alderman/Logan Blackburn/Brett Lunger	32	Datsun ZX	GTU	160
21	50	Adrian Gang/Jim Middlebrook	58	Porsche 914/6	GTU	155
22	17	Bob Raub/Chris Gleason	10	Pontiac Firebird	GTO	154
23	43	Zvonimir Jovanovic/Carl Wong	24	Porsche 911	GTU	151
24	30	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	150
25	52	Rick Knoop/Ron Grable	92	Toyota Celica	GTU	148
26	26	Ken Madren/Denny Wilson	35	Porsche Carrera	GTO	147
27	51	Don Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	146
28	19	Craig Richie/Michael Miller/Richard Spenard	33	BMW M-1	GTO	139
29	6	Ralph Cooke/John Bright	7	Chevrolet Lola T-600	GT	129
30	47	Greg LaCava/Claudia LaCava/Bobbee Nylander	39	Porsche 911	GTU	124
31	35	Lee Mueller/Kathy Rude	98	Toyota Celica	GTU	124
32	24	Wayne Baker/Jeff Scott	22	Porsche 914/4	GTU	123
33	5	Mauricio DeNarvaez/Tom Gloy	46	Chevrolet March 82G	GT	119
34	4	John Fitzpatrick/David Hobbs	2	Porsche Turbo	GT	118
35	45	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTO	105
36	18	Billy Hagan/Gene Felton	44	Chevrolet Camaro	GTO	89
37	8	Jim Busby/Vern Schuppan	12	Porsche Turbo	GT	87
38	3	John Paul Jr.	18	Porsche Turbo	GT	79
39	16	Tony Garcia/Albert Naon/Fred Stiff	54	BMW M-1	GTO	79
40	20	Bruno Beilcke/Mike Chandler	14	BMW M-1	GTO	73
41	21	Jamsal/Eduardo Galdamez	84	Porsche 934	GTO	72
42	10	Bill Koll/Skeeter McKitterick	62	Chevrolet Rondeau 362	GT	35
43	49	Bob Copeman	49	Porsche Carrera	GTO	28
44	15	John Greenwood	13	Chevrolet Corvette	GTO	20
45	7	Bill Whittington	00	Porsche Turbo	GT	18
46	44	Vic Manuelli	86	Ford Pantera	GT	14
47	42	John Bauer	02	Ford Mustang	GTO	9
48	16	Rick Borlase	56	Porsche Carrera	GTO	9
49	23	Joe Crevier	21	BMW M-1	GTO	7
50	37	Bob Young	43	Porsche Carrera	GTO	1
51	48	George McClure	40	Ford Pinto	GTU	1
52	1	Jim Adams	4	Chevrolet Lola T-600	GT	0

Purse: $78,325
Winners' Share: $20,250
Time of Race: 6:00:48.937
Winning Speed: 103.765 mph
Margin of Victory: Two laps, one minute, 4.161 seconds
Fastest GT Qualifier: #4–Jim Adams: 118.354 mph (1:38.856)
Fastest GTO Qualifier: #11–Dennis Aase: 108.338 mph (1:47.995) (Record)
Fastest GTU Qualifier: #22–Wayne Baker: 100.901 mph (1:55.955)
Fastest GT Lap: #3–Harald Grohs (114.549 mph on 33rd lap)
Fastest GTO Lap: #54–Tony Garcia (107.735 mph on 28th lap)
Fastest GTU Lap: #82–Jim Cook (99.974 mph on 16th lap)

Laguna Seca Raceway / May 2, 1982

DATSUN MONTEREY TRIPLE CROWN, MONTEREY, CALIF., 53 LAPS/100.7 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	John Paul Jr.	18	Chevrolet Lola T-600	GT	53
2	2	Danny Ongais	00	Chevrolet Lola T-600	GT	53
3	5	John Fitzpatrick	2	Porsche Turbo	GT	52
4	4	Ted Field	0	Chevrolet Lola T-600	GT	52
5	6	David Hobbs	12	Porsche Turbo	GT	52
6	10	Don Devendorf	83	Datsun ZX Turbo	GTO	49
7	12	Rene Rodriguez	13	Chevrolet Corvette	GTO	48
8	13	Bruno Beilcke	14	BMW M-1	GTO	47
9	15	Ardie Oji	61	Chevrolet Monza	GTO	47
10	9	Bobby Rahal	46	Chevrolet March 82G	GT	46
11	14	Joe Crevier	21	BMW M-1	GTO	46
12	22	George Alderman	32	Datsun ZX	GTO	46
13	17	Tico Almeida	05	Ford Mustang	GTO	46
14	20	Al Thomas	96	Porsche Carrera	GTO	44
15	19	Tom Winters	79	Porsche 924 Carrera	GTO	44
16	7	Frank Leary	48	Datsun ZX Turbo	GTO	40
17	11	Bob Raub	10	Pontiac Firebird	GTO	12
18	18	Bob Copeman	49	Porsche Carrera	GTO	12
19	16	Larry Park	71	Chevrolet Corvette	GTO	11
20	21	Dennis Aase	11	BMW M-1	GTO	2
21	8	Rich Sloma	21	Chevrolet Corvette	GT	1
22	3	Klaus Ludwig	16	Ford Mustang Turbo	GT	0

Purse: $49,300
Winner's Share: $15,850
Time of Race: 56:39.123
Winning Speed: 106.651 mph (Record)
Margin of Victory: 51.524 seconds
Fastest GT Qualifier: #18–John Paul Jr.: 113.606 mph (1:00.102) (Record)
Fastest GTO Qualifier: #48–Frank Leary: 110.251 mph (1:02.04)
Fastest GT Lap: #00–Danny Ongais (110.251 mph on fourth lap)
Fastest GTO Lap: #83–Don Devendorf (99.087 mph on fourth lap)

Charlotte Motor Speedway / May 16, 1982

CAMEL GT 500, CONCORD, N.C., 138 LAPS/310.5 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	John Paul Jr./John Paul Sr.	18	Porsche Turbo	GT	138
2	5	David Cowart/Kenper Miller	25	BMW March 82G	GT	137
3	4	Bob Akin/Craig Siebert	5	Porsche Turbo	GT	133
4	6	Grady Clay/Ray Ratcliff	9	Porsche Turbo	GT	132
5	10	M.L. Speer/Terry Wolters	8	Porsche Turbo	GT	130
6	9	Billy Hagan/Gene Felton	45	Chevrolet Camaro	GTO	130
7	18	Logan Blackburn/George Alderman	85	Datsun ZX	GTU	129
8	23	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	126
9	25	Charles Morgan/Jim Miller	71	Datsun ZX	GTU	124
10	16	Joe Crevier/Len Renick	21	BMW M-1	GTO	124

11	13	Preston Henn/Bonnie Henn	09	Porsche Turbo	GT	123
12	17	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTO	120
13	22	Lee Mueller/Kathy Rude	98	Toyota Celica	GTU	120
14	30	Frank Carney/Dick Davenport	23	Datsun ZX	GTU	120
15	40	Ken Madren/Dennis Wilson	35	Porsche Carrera	GTO	119
16	20	Jim Mullen/Jim Cook	47	Mazda RX-7	GTU	119
17	38	Klaus Bitterauf/Vicki Smith	78	Porsche 911	GTU	112
18	31	David Deacon/Rudy Bartling	40	BMW M-1	GTO	107
19	34	Richard Anderson/Bard Boand	94	Chevrolet Corvette	GTO	105
20	33	Del Russo Taylor/Rex Ramsey	74	Buick Chevron	GT	103
21	2	Ted Field/Danny Ongais	0	Chevrolet Lola T-600	GT	99
22	37	Al Bacon/John Ashford	33	Porsche Carrera	GTO	95
23	11	Marty Hinze/Randy Lanier	16	Porsche Turbo	GT	94
24	7	Phil Currin/Amos Johnson	99	Chevrolet Corvette	GTO	90
25	8	Dick Brooks/Tom Williams	45	Chevrolet Camaro	GT	86
26	35	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	80
27	24	Ford Smith/Buzz Cason	12	Chevrolet Corvette	GTO	79
28	26	Rick Knoop/Ron Grable	92	Toyota Celica	GTU	76
29	27	Lance Van Every/Ash Tisdelle	19	Porsche Carrera	GTO	70
30	14	Joe Varde/Jack Baldwin	82	Mazda RX-7	GTU	55
31	1	Chris Cord/Jim Adams	4	Chevrolet Lola T-600	GT	42
32	19	Roger Mandeville	38	Mazda RX-7	GTU	34
33	21	Lloyd Frink	03	Chevrolet Corvette	GTO	33
34	36	Fred Phillips	11	Mazda RX-7	GTU	29
35	29	Jeff Kline	66	Mazda RX-7	GTU	22
36	28	Jim Fitzgerald	42	Datsun ZX	GTU	22
37	29	Peter Gonzalez/Tom Pane	07	Porsche 914/6	GTU	22
38	15	Wayne Baker	22	Porsche 914/6	GTU	15
39	32	Tico Almeida	05	Ford Mustang	GTO	5
40	12	John Greenwood	13	Chevrolet Corvette	GTO	0

Purse: $77,925
Winners' Share: $18,350
Time of Race: 3:04:48.615
Winning Speed: 100.806 mph
Margin of Victory: One lap, 57.614 seconds
Fastest GT Qualifier: #4–Jim Adams: 117.616 mph (1:08.868) (Record)
Fastest GTO Qualifier: #99–Phil Currin: 109.104 mph (1:14.241) (Record)
Fastest GTU Qualifier: #82–Joe Varde: 105.465 mph (1:16.803) (Record)
Fastest GT Lap: #18–John Paul Jr. (117.227 mph on second lap) (Record)
Fastest GTO Lap: #44–Gene Felton (107.414 mph on 90th lap) (Record)
Fastest GTU Lap: #82–Joe Varde (103.692 mph on 39th lap) (Record)

Mid-Ohio Sports Car Course / May 23, 1982

RED ROOF INNS CAMEL GT, LEXINGTON, OHIO, 42 LAPS/100.8 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	John Fitzpatrick	2	Porsche Turbo	GT	42
2	2	Danny Ongais	0	Chevrolet Lola T-600	GT	42
3	4	Ted Field	00	Chevrolet Lola T-600	GT	42
4	1	John Paul Jr.	18	Chevrolet Lola T-600	GT	40
5	5	Don Devendorf	83	Datsun ZX Turbo	GTO	39
6	6	Rene Rodriguez	13	Chevrolet Corvette	GTO	39
7	7	Joe Crevier	21	BMW M-1	GTO	39
8	10	David Deacon	40	BMW M-1	GTO	38
9	16	Bill Wink	06	Chevrolet Corvette	GTO	38
10	18	Jack Dunham	66	Mazda RX-7	GT	38
11	20	Tico Almeida	05	Ford Mustang	GTO	38
12	14	Rick Knoop	92	Toyota Celica	GT	38
13	9	Joe Varde	82	Mazda RX-7	GT	38
14	12	Jim Mullen	47	Mazda RX-7	GT	38
15	15	Chester Vincentz	91	Porsche 934	GTO	37
16	22	Tim Selby	26	Porsche Carrera	GTO	37
17	23	Craig Shafer	88	Chevrolet Camaro	GTO	37
18	19	Bob Leitzinger	95	Datsun ZX	GT	37
19	17	Dan Furey	17	Chevrolet Furey FC11	GT	30
20	21	Kim Mason	14	Chevrolet Corvette	GTO	29
21	8	Del Russo Taylor	74	Buick Chevron	GT	29
22	11	Lee Mueller	98	Toyota Celica	GT	18
23	13	Lloyd Frink	03	Chevrolet Corvette	GTO	12
24	24	Philip Keirn	76	Chevrolet Corvette	GTO	2

Purse: $39,600
Winner's Share: $11,750
Time of Race: 1:02:56.876
Winning Speed: 96.079 mph (Record)
Margin of Victory: 15.053 seconds
Fastest GT Qualifier: #18–John Paul Jr.: 101.691 mph (1:24.963) (Record)
Fastest GTO Qualifier: #83–Don Devendorf: 92.043 mph (1:33.869) (Record)
Fastest GT Lap: #0–Danny Ongais (99.151 mph on fourth lap)
Fastest GTO Lap: #83–Don Devendorf (90.056 mph on first lap)

Lime Rock Park / May 31, 1982

COCA-COLA 400 CAMEL GT, LIME ROCK, CONN., 69 LAPS/100.57 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	John Fitzpatrick	2	Porsche Turbo	GT	69
2	3	John Paul Jr.	18	Chevrolet Lola T-600	GT	69
3	2	Ted Field	00	Chevrolet Lola T-600	GT	68
4	7	Danny Ongais	0	Chevrolet Lola T-600	GT	66
5	5	John Paul Sr.	8	Porsche Turbo	GT	65
6	4	Del Russo Taylor	74	Buick Chevron	GT	63
7	8	Don Devendorf	83	Datsun ZX Turbo	GTO	63
8	20	Gene Felton	96	Chevrolet Camaro	GTO	62
9	11	Rene Rodriguez	13	Chevrolet Corvette	GTO	61
10	21	George Alderman	32	Datsun ZX	GT	61
11	22	Roger Mandeville	38	Mazda RX-7	GT	61
12	12	Joe Crevier	21	BMW M-1	GTO	61
13	24	Lee Mueller	98	Toyota Celica	GT	61
14	10	Tico Almeida	05	Ford Mustang	GTO	60
15	19	Wayne Darling	02	Chevrolet Camaro	GTO	59
16	16	George Drolsom	34	Porsche 924 Carrera	GTO	58
17	14	Peter Dus	7	Chevrolet Corvette	GTO	57
18	27	Clay Young	10	Pontiac Firebird	GTO	53
19	9	Jerry Thompson	11	Chevrolet Camaro	GTO	53
20	15	Richard Anderson	94	Chevrolet Corvette	GTO	51
21	26	Wayne Baker	22	Porsche 914/4	GT	46
22	17	Fred Darling	15	Chevrolet Camaro	GTO	37
23	6	Bob Akin	5	Porsche Turbo	GTO	12
24	18	Al DeLeo	93	Chevrolet Corvette	GT	11
25	25	Rick Knoop	92	Toyota Celica	GTO	11
26	13	Earl Roe	26	Porsche Carrera	GT	8
27	23	Jim Mullen	47	Mazda RX-7	GT	7

Purse: $40,450
Winner's Share: $10,250
Time of Race: 1:00:08.319
Winning Speed: 105.326 mph
Margin of Victory: 32.935 seconds
Fastest GT Qualifier: #2–John Fitzpatrick: 106.129 mph (51.889)
Fastest GTO Qualifier: #83–Don Devendorf: 84.425 mph (1:05.241)
Fastest GT Lap: #2–John Fitzpatrick (111.183 mph on third lap) (Record)
Fastest GTO Lap: #83–Don Devendorf (98.498 mph on 48th lap) (Record)

Daytona International Speedway / July 3, 1982

PAUL REVERE 250, DAYTONA BEACH, FLA., 65 LAPS/249.6 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Ted Field/Danny Ongais	0	Chevrolet Lola T-600	GT	65
2	3	M.L. Speer/Terry Wolters	8	Porsche Turbo	GT	63
3	12	Diego Montoya	55	BMW M-1	GTO	63
4	10	Preston Henn/Bonnie Henn/Randy Lanier	51	Porsche Turbo	GT	61
5	17	Logan Blackburn	85	Datsun ZX	GTU	61
6	9	Jim Downing	63	Mazda RX-7	GTU	61
7	16	Roger Mandeville	38	Mazda RX-7	GTU	61
8	13	Tom Nehl/Nelson Silcox	31	Chevrolet Camaro	GTO	59
9	23	Rick Knoop	92	Toyota Celica	GTU	59
10	24	George Alderman	32	Datsun ZX	GTU	59
11	26	Charles Morgan	71	Datsun ZX	GTU	59
12	6	John Carruso/Rene Rodriguez	48	Chevrolet Corvette	GTO	58
13	8	George Drolsom	34	Porsche 924 Carrera	GTO	58
14	14	Ed Kuhel/Dick Neland	37	Chevrolet Camaro	GTO	58
15	28	Ken Madren	35	Porsche Carrera	GTO	57
16	21	Jack Dunham	66	Mazda RX-7	GTU	55
17	35	Ron Case/Craig Case	30	Porsche 911	GTU	54
18	2	John Paul Jr.	18	Porsche Turbo	GT	52
19	30	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	52
20	20	Del Russo Taylor	74	Buick Chevron	GT	51
21	37	Bob Lee/Ken Bupp	89	Ford Maverick	GTO	51
22	38	Paul Goral/Nort Northam	61	Porsche 911	GTU	50
23	36	Klaus Bitterauf/Scott Flanders	78	Porsche 911	GTU	39
24	34	Robert Whitaker/Carl Keck	81	Chevrolet Camaro	GTO	39
25	27	Fred Snow	54	Chevrolet Camaro	GT	35
26	33	Dan Veach	11	Mazda RX-7	GTU	31
27	32	Gary Wonzer/Bill Bean	42	Porsche 911	GTU	30
28	11	Tico Almeida/Ernesto Soto	05	Ford Mustang	GTO	24
29	5	Billy Hagan	03	Chevrolet Corvette	GTO	23
30	15	Vince Gimondo	17	Chevrolet Camaro	GTO	21
31	31	Al Levenson	06	Chevrolet Corvette	GTO	17
32	18	Lee Mueller	98	Toyota Celica	GTU	16
33	29	Bobby Diehl	3	Chevrolet Camaro	GTO	14
34	25	Jack Lewis	88	Porsche Carrera	GTO	12
35	4	Bonnie Henn	09	Porsche Turbo	GT	8
36	19	Richard Anderson	94	Chevrolet Corvette	GTO	6
37	22	Jim Mullen	47	Mazda RX-7	GTU	4
38	7	Joe Varde	82	Mazda RX-7	GTU	3

Purse: $53,050
Winners' Share: $10,350
Time of Race: 2:08:05.781
Winning Speed: 116.609 mph
Margin of Victory: One minute, 14.68 seconds
Fastest GT Qualifier: #0–Ted Field: 127.117 mph (1:48.75)
Fastest GTO Qualifier: #13–John Greenwood: 122.8 mph (1:52.573) (Record)

Fastest GTU Qualifier: #82–Joe Varde: 111.372 mph (2:04.124)
Fastest GT Lap: #18–John Paul Jr. (124.968 mph on sixth lap)
Fastest GTO Lap: #55–Diego Montoya (115.315 mph on 35th lap)
Fastest GTU Lap: #38–Roger Mandeville (111.161 mph on 31st lap)

Brainerd International Raceway / July 11, 1982

PEPSI GRAND PRIX, BRAINERD, MINN., 42 LAPS/126 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	John Paul Jr.	18	Porsche Turbo	GT	42
2	1	Danny Ongais	0	Chevrolet Lola T-600	GT	42
3	3	Ted Field	00	Chevrolet Lola T-600	GT	42
4	6	Bill Koll	62	Chevrolet Rondeau 382	GT	41
5	18	Del Russo Taylor	74	Buick Chevron	GT	38
6	11	Logan Blackburn	85	Datsun ZX	GTU	38
7	13	Joe Varde	82	Mazda RX-7	GTU	38
8	12	Roger Mandeville	38	Mazda RX-7	GTU	38
9	10	Tico Almeida	05	Ford Mustang	GTO	37
10	19	Tom Nehl	31	Chevrolet Camaro	GTO	37
11	18	George Alderman	32	Datsun ZX	GTU	37
12	14	Jim Downing	63	Mazda RX-7	GTU	37
13	8	Dennis Aase/John Hotchkis	3	Pontiac Firebird	GTO	37
14	17	Charles Morgan	71	Datsun ZX	GTU	37
15	9	Gene Felton	96	Chevrolet Camaro	GTO	37
16	16	Lee Mueller	98	Toyota Celica	GTU	37
17	23	Dave Chizek	37	Chevrolet Camaro	GTO	37
18	15	Doug Rippie	66	Chevrolet Camaro	GTO	36
19	26	Bill Cammack	10	Datsun Z	GTU	36
20	24	Jack Buchinger	36	Datsun ZX	GTU	36
21	4	John Fitzpatrick	2	Porsche Turbo	GT	31
22	22	Darwin Bosell	25	Chevrolet Corvette	GTO	30
23	25	George Drolsom	34	Porsche 924 Carerra	GTO	25
24	30	Jim Whelan	79	Ford Pinto	GTU	25
25	5	Rick Mears	6	Ford Mustang Turbo	GT	23
26	7	Rene Rodriguez	13	Chevrolet Corvette	GTO	17
27	21	Rick Knoop	92	Toyota Celica	GTU	14
28	27	David Miller	16	Datsun Z	GTO	13
29	28	Ron Boelts	7	Chevrolet Corvette	GTO	12
30	29	Richard McConnell	5	Datsun Z	GTU	5

Purse: $48,425
Winner's Share: $11,350
Time of Race: 1:06:45.02
Winning Speed: 113.258 mph
Margin of Victory: 17.41 seconds
Fastest GT Qualifier: #0–Danny Ongais: 122.542 mph (1:28.133) (Record)
Fastest GTO Qualifier: #13–Rene Rodriguez: 107.131 mph (1:40.811) (Record)
Fastest GTU Qualifier: #85–Logan Blackburn: 103.085 mph (1:44.768)
Fastest GT Lap: #18–John Paul Jr. (117.955 mph on third lap) (Record)
Fastest GTO Lap: #3–Dennis Aase (105.997 mph on third lap) (Record)
Fastest GTU Lap: #82–Joe Varde (101.868 mph on second lap)

Sears Point International Raceway / July 25, 1982

SEARS POINT CAMEL GT, SONOMA, CALIF., 40 LAPS/100 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Klaus Ludwig	16	Ford Mustang Turbo	GT	40
2	2	Danny Ongais	0	Chevrolet Lola T-600	GT	39
3	7	Skeeter McKitterick	62	Chevrolet Rondeau 382	GT	39
4	6	John Fitzpatrick	2	Porsche Turbo	GT	39
5	8	Don Devendorf	83	Datsun ZX Turbo	GTO	37
6	14	Rich Sloma	27	Chevrolet Corvette	GT	36
7	13	Brent Regan	70	Mazda Chevron	GT	36
8	15	Chuck Kendall	11	BMW M-1	GTO	36
9	11	Larry Park	79	Chevrolet Corvette	GTO	35
10	17	Nelson Silcox	31	Chevrolet Camaro	GTO	35
11	20	Tico Almeida	05	Ford Mustang	GTO	33
12	18	Vic Manuelli	86	Ford Pantera	GT	30
13	21	Gary Carlen	17	Chevrolet Corvette	GTO	30
14	9	Frank Leary	48	Datsun ZX Turbo	GTO	26
15	19	Al Thomas	92	Porsche Carrera	GTO	23
16	10	Joe Varde	53	BMW March M-1	GT	18
17	22	Walter Benson	89	Chevrolet Camaro	GTO	15
18	3	Ted Field	00	Chevrolet Lola T-600	GT	11
19	12	Pat Usher	28	Chevrolet Corvette	GTO	10
20	4	John Paul Jr.	18	Porsche Turbo	GT	10
21	5	Rick Mears	6	Ford Mustang Turbo	GT	1
22	16	R.C. Copeman	49	Porsche Carrera	GTO	0

Purse: $44,300
Winner's Share: $10,950
Time of Race: 1:05:47.418
Winning Speed: 92.038 mph
Margin of Victory: One lap, one minute, 19.327 seconds
Fastest GT Qualifier: #16–Klaus Ludwig: 100.655 mph (1:30.237) (Record)
Fastest GTO Qualifier: #83–Don Devendorf: 89.025 mph (1:41.819)
Fastest GT Lap: #0–Danny Ongais (97.121 mph on second lap) (Record)
Fastest GTO Lap: #83–Don Devendorf (87.36 mph on seventh lap)

Portland International Raceway / August 1, 1982

G.I. JOE'S TOYOTA GRAND PRIX, PORTLAND, ORE., 53 LAPS/101.495 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	John Paul Jr.	18	Porsche Turbo	GT	53
2	3	Ted Field	00	Chevrolet Lola T-600	GT	53
3	6	Don Devendorf	83	Datsun ZX Turbo	GTO	50
4	8	Pat Usher	28	Chevrolet Corvette	GTO	49
5	10	Chuck Kendall	11	BMW M-1	GTO	48
6	7	Rich Sloma	27	Chevrolet Corvette	GT	48
7	12	Bill Craine	41	Chevrolet Corvette	GTO	48
8	5	John Chamberlain	76	Chevrolet Corvette	GT	48
9	17	Karl Durkheimer	26	Porsche Carrera	GTO	47
10	23	Frank Honsowetz	48	Datsun Z	GTO	45
11	11	Tico Almeida	05	Ford Mustang	GTO	45
12	9	Neil Shelton	58	Porsche Carrera	GTO	44
13	15	Rene Rodriguez	13	Chevrolet Corvette	GTO	36
14	16	Dan Pearson	73	Chevrolet Corvette	GTO	33
15	22	Monte Shelton	57	Porsche 930	GTO	31
16	18	Vic Manuelli	86	Ford Pantera	GT	29
17	13	Tom Nehl	31	Chevrolet Camaro	GTO	26
18	14	Tom Eastham	66	Chevrolet Camaro	GT	17
19	2	John Fitzpatrick	2	Porsche Turbo	GT	16
20	20	Walter Benson	89	Chevrolet Camaro	GTO	11
21	4	Hurley Haywood	85	Porsche Turbo	GT	8
22	19	Earl Pearson	88	Chevrolet Corvette	GTO	5
23	21	Gordie Smith	91	Plymouth Volare	GT	5

Purse: $51,125
Winner's Share: $13,550
Time of Race: 1:00:17.138
Winning Speed: 101.014 mph
Margin of Victory: 37.434 seconds
Fastest GT Qualifier: #18–John Paul Jr.: 108.656 mph (1:03.448) (Record)
Fastest GTO Qualifier: #83–Don Devendorf: 99.194 mph (1:09.5) (Record)
Fastest GT Lap: #2–John Fitzpatrick (106.29 mph on fourth lap) (Record)
Fastest GTO Lap: #83–Don Devendorf (97.732 mph on sixth lap) (Record)

Mosport Park / August 15, 1982

LABATT'S 50, BOWMANVILLE, ONT., 227 LAPS/558.19 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	John Paul Jr./John Paul Sr.	46	Porsche Turbo	GT	227
2	2	Chris Cord/Jim Adams	4	Chevrolet Lola T-600	GT	223
3	6	Marty Hinze/Randy Lanier	16	Chevrolet March 82G	GT	221
4	4	Bob Akin/Derek Bell	5	Porsche Turbo	GT	220
5	11	M.L. Speer/Terry Wolters	8	Porsche Turbo	GT	210
6	5	John Cooper/Paul Smith	70	Porsche Turbo	GT	209
7	17	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	208
8	14	Chester Vincentz/Wayne Baker	91	Porsche 934	GTO	208
9	19	Rick Knoop/Ron Grable	92	Toyota Celica	GTU	206
10	18	Frank Carney/Dick Davenport	23	Datsun ZX	GTU	206
11	20	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	205
12	22	Rene Rodriguez/Ernesto Soto	04	Porsche Carrera	GTO	205
13	25	Roger Schramm/Ray Brezinka/Fritz Hochreuter	39	Porsche Carrera	GTO	198
14	23	Lee Mueller/Kathy Rude	98	Toyota Celica	GTU	190
15	28	Peter Bulkowski/Bob Armstrong	42	Triumph TR-8	GTO	186
16	27	Peter Aschenbrenner/Edgar Doeren/Vicki Smith	60	Audi 80 Coupe	GTU	180
17	8	David Cowart/Kenper Miller	25	BMW March 82G	GT	179
18	30	Uli Bieri/Jean Pierre Zingg/Herman Lausberg	73	Porsche 911	GTU	177
19	15	Joe Varde/Jeff Kline	82	Mazda RX-7	GTU	172
20	1	Ted Field/Danny Ongais	0	Chevrolet Lola T-600	GT	169
21	24	Jack Dunham/Jim Mullen	66	Mazda RX-7	GTU	168
22	29	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	164
23	31	Del Russo Taylor/Janice Taylor	74	Buick Chevron	GT	121
24	7	Preston Henn/Bonnie Henn/Desire Wilson	08	Porsche Turbo	GT	92
25	10	Billy Hagan/Gene Felton	44	Chevrolet Camaro	GTO	90
26	12	Ludwig Heimrath/Ludwig Heimrath Jr.	07	Porsche 924 Carrera	GTO	70
27	26	Ken Madren/Paul Gilgan	35	Porsche Carrera	GTO	39
28	21	Tico Almeida/Ernesto Soto	05	Ford Mustang	GTO	33
29	13	David Deacon	40	BMW M-1	GTO	16
30	9	Preston Henn	09	Porsche Turbo	GT	6
DQ		George Alderman/Brett Lunger	32	Datsun ZX	GTU	

Purse: $71,175
Winners' Share: $18,350
Time of Race: 6:00:26.474
Winning Speed: 92.918 mph
Margin of Victory: Four laps, 41.281 seconds
Fastest GT Qualifier: #0–Danny Ongais: 114.014 mph (1:17.643) (Record)
Fastest GTO Qualifier: #44–Gene Felton: 100.853 mph (1:27.775) (Record)
Fastest GTU Qualifier: #82–Joe Varde: 97.203 mph (1:31.071)
Fastest GT Lap: #0–Danny Ongais (110.807 mph on 140th lap)
Fastest GTO Lap: #44–Gene Felton (98.513 mph on 74th lap)
Fastest GTU Lap: #82–Joe Varde (95.795 mph on 130th lap)

Road America / August 22, 1982

PABST 500, ELKHART LAKE, WIS., 125 LAPS/500 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	John Fitzpatrick/David Hobbs	2	Porsche Turbo	GT	125
2	8	John Paul Jr./Mauricio DeNarvaez	46	Porsche Turbo	GT	124
3	7	Bob Tullius/Bill Adam	44P	Jaguar XJR-5	GT	123
4	4	Chris Cord/Jim Adams	4	Chevrolet Lola T-600	GT	122
5	11	David Coward/Kenper Miller	25	BMW March 82G	GT	119
6	10	Marty Hinze/Randy Lanier	16	Chevrolet March 82G	GT	119
7	13	John Cooper/Paul Smith	70	Porsche Turbo	GT	118
8	17	M.L. Speer/Terry Wolters	8	Porsche Turbo	GT	115
9	2	John Paul Sr./Hurley Haywood	18	Porsche Turbo	GT	113
10	19	Bob Raub/Chris Gleason	14	Pontiac Firebird	GTO	112
11	21	Chester Vincentz/Mark Hutchins	91	Porsche 934	GTO	111
12	25	John Morton/Tom Klausler	01	Ford Mustang	GTO	111
13	31	Joe Varde/Jeff Kline	82	Mazda RX-7	GTU	111
14	24	Logan Blackburn/George Alderman	85	Datsun ZX	GTU	110
15	26	Tico Almeida/Ernesto Soto/Rene Rodriguez	05	Porsche Carrera	GTO	108
16	35	John Bauer/Milt Minter	02	Ford Mustang	GTO	108
17	37	Paul Canary/Dave Watson	21	Chevrolet Corvette	GTO	106
18	34	Brian Utt/Dan Schott	49	Chevrolet Corvette	GTO	106
19	32	Ken Madren/Denny Wilson	35	Porsche Carrera	GTO	105
20	42	Tim Selby/Earl Roe	26	Porsche 914/6	GTU	102
21	39	George Drolsom/Bill Johnson	34	Porsche 924 Carrera	GTO	101
22	23	Lee Mueller/Kathy Rude	98	Toyota Celica	GTU	100
23	9	Bill Koll/Skeeter McKitterick	62	Chevrolet Rondeau 382	GT	98
24	20	Werner Frank/Rudy Bartling	22	Porsche 934	GTO	98
25	46	Dudley Davis/Charlie Lloyd	77	Porsche 911	GTU	96
26	43	Doug Grunnet/Dave Klopfleisch	72	Mazda RX-7	GTU	92
27	44	Bill Cammack/Paul Brand	10	Datsun Z	GTU	85
28	14	Don Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	79
29	28	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	77
30	15	Billy Hagan/Gene Felton	44	Chevrolet Camaro	GTO	74
31	29	Rick Knoop/Ron Grable	92	Toyota Celica	GTU	74
32	47	Dale Kreider/Dave Heinz	20	Chevrolet Corvette	GTO	71
33	5	Bob Akin/Derek Bell	5	Porsche Turbo	GT	70
34	41	Philip Byrd/Don Sesslar	96	Porsche Carrera	GTO	67
35	3	Ted Field/Danny Ongais	00	Chevrolet Lola T-600	GT	65
36	33	Frank Carney/Dick Davenport	23	Datsun ZX	GTU	63
37	18	Chuck Kendall/Jim Cook	11	BMW M-1	GTO	54
38	38	Charles Morgan/Jim Miller	71	Datsun ZX	GTU	49
39	6	Emilio de Villota/Fred Stiff	3	Cosworth Grid Plaza	GT	41
40	30	Richard Anderson/Bard Boand	94	Chevrolet Corvette	GTO	41
41	12	Preston Henn/Bonnie Henn/Desire Wilson	09	Porsche Turbo	GT	38
42	45	David Miller/William Miller	48	Datsun Z	GTU	26
43	27	Roger Mandeville	38	Mazda RX-7	GTU	24
44	40	Michael Guffey	54	Datsun Z	GTO	11
45	22	Del Russo Taylor	74	Buick Chevron	GT	10
46	16	John Greenwood	13	Chevrolet Corvette	GTO	6
47	36	Doug Carmean	51	Mazda RX-7	GTU	5

Purse: $83,425
Winners' Share: $18,500
Time of Race: 4:43:13.7
Winning Speed: 105.922 mph
Margin of Victory: One lap, 57.85 seconds
Fastest GT Qualifier: #18–John Paul Jr.: 115.435 mph (2:04.746) (Record)
Fastest GTO Qualifier: #83–Don Devendorf: 104.679 mph (2:17.563) (Record)
Fastest GTU Qualifier: #98–Lee Mueller: 98.562 mph (2:26.101) (Record)
Fastest GT Lap: #00–Ted Field (111.758 mph on sixth lap) (Record)
Fastest GTO Lap: #83–Don Devendorf (103.866 mph on fourth lap) (Record)
Fastest GTU Lap: #82–Joe Varde (97.946 mph on 30th lap) (Record)

Mid-Ohio Sports Car Course / September 5, 1982

LUMBERMENS 6-HOUR NORTH AMERICAN SPORTS CAR CHAMPIONSHIP, LEXINGTON, OHIO, 231 LAPS/554.4 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	John Fitzpatrick/David Hobbs	2	Porsche Turbo	GT	231
2	5	Chris Cord/Jim Adams	4	Chevrolet Lola T-600	GT	229
3	8	Marty Hinze/Randy Lanier	16	Chevrolet March 82G	GT	227
4	6	Bob Akin/Hurley Haywood	5	Porsche Turbo	GT	226
5	10	John Cooper/Paul Smith	70	Porsche Turbo	GT	219
6	12	Don Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	218
7	13	M.L. Speer/Terry Wolters	8	Porsche Turbo	GT	216
8	9	Bill Koll/Skeeter McKitterick	63	Chevrolet Rondeau 382	GT	214
9	15	Chester Vincentz/Wayne Baker	91	Porsche 934	GTO	211
10	23	George Alderman/Logan Blackburn	32	Datsun ZX	GTU	211
11	11	Billy Hagan/Gene Felton	44	Chevrolet Camaro	GTO	210
12	22	Ken Madren/Denny Wilson	35	Porsche Carrera	GTO	207
13	19	Joe Varde/Jeff Kline	82	Mazda RX-7	GTU	204
14	21	Rick Knoop/Ron Grable	92	Toyota Celica	GTU	202
15	28	Buzz Fyhrie/Paul DePirro	88	Chevrolet Corvette	GTO	202
16	32	Doug Carmean/Larry Wood/Dave Finch	51	Mazda RX-7	GTU	200
17	33	Tim Selby/Earl Roe	26	Porsche 914/6	GTU	200
18	7	David Cowart/Kenper Miller	25	BMW March 82G	GT	199
19	25	Jack Dunham/Jim Mullen	66	Mazda RX-7	GTU	198
20	18	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	195
21	14	Tom Klausler/Milt Minter	01	Ford Mustang	GTO	193
22	34	Lance Van Every/Ash Tisdelle	19	Porsche Carrera	GTO	189
23	39	Vicki Smith/Klaus Bitterauf	78	Porsche 911	GTU	182
24	17	Lee Mueller/Kathy Rude	98	Toyota Celica	GTU	175
25	1	Ted Field/Danny Ongais	00	Chevrolet Lola T-600	GT	98
26	29	Bob Leitzinger/Frank Honsowetz/Jack Broomall	95	Datsun ZX	GTO	98
27	37	Paul Chunta/Mark Voegele	10	Chevrolet Corvette	GTO	89
28	36	Doug Grunnet/Jim Burt	72	Mazda RX-7	GTU	88
29	26	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	86
30	24	Werner Frank/Rudy Bartling	22	Porsche 934	GTO	74
31	41	Del Russo Taylor	74	Buick Chevron	GT	73
32	3	Emilio de Villota/Desire Wilson	3	Cosworth Grid Plaza	GT	72
33	40	Clark Howey/Dale Koch/Tracy Wolf	73	Chevrolet Camaro	GTO	68
34	38	Bill Miller/Al Leon	43	Datsun Z	GTO	60
35	31	Philip Keirn	76	Chevrolet Corvette	GTO	51
36	30	George Drolsom	34	Porsche 924 Carrera	GTO	46
37	16	Preston Henn	09	Porsche Turbo	GT	23
38	35	Jack Buchinger	36	Datsun ZX	GTU	21
39	27	Rene Rodriguez	05	Porsche Carrera	GTO	18
40	20	Larry Trotter	31	Chevrolet Corvette	GTO	6
41	4	John Paul Jr.	46	Porsche Turbo	GT	5

Purse: $109,925
Winners' Share: $26,250
Time of Race: 6:01:02.561
Winning Speed: 92.133 mph
Margin of Victory: Two laps, 15.735 seconds
Fastest GT Qualifier: #00–Danny Ongais: 101.159 mph (1:25.41)
Fastest GTO Qualifier: #44–Gene Felton: 92.663 mph (1:33.241) (Record)
Fastest GTU Qualifier: #98–Lee Mueller: 89.428 mph (1:36.614) (Record)
Fastest GT Lap: #00–Ted Field (97.693 mph on first lap)
Fastest GTO Lap: #83–Don Devendorf (91.38 mph on 102nd lap)
Fastest GTU Lap: #98–Lee Mueller (87.105 mph on 90th lap)

Road Atlanta / September 12, 1982

SPRITE 500, BRASELTON, GA., 124 LAPS/312.48 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	4	John Paul Jr./John Paul Sr.	46	Porsche Turbo	GT	124
2	5	Preston Henn/Doc Bundy	09	Porsche Turbo	GT	123
3	9	David Cowart/Kenper Miller	25	BMW March 82G	GT	122
4	12	M.L. Speer/Terry Wolters	8	Porsche Turbo	GT	120
5	24	Rene Rodriguez/John Greenwood	13	Chevrolet Corvette	GTO	119
6	21	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	116
7	1	Bob Akin/Derek Bell	5	Porsche Turbo	GT	116
8	20	Rick Knoop/Ron Grable	92	Toyota Celica	GTU	116
9	31	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	115
10	27	Jack Dunham/Jim Mullen	66	Mazda RX-7	GTU	115
11	23	George Alderman/Logan Blackburn	32	Datsun ZX	GTU	115
12	40	Ken Murray/Chris Doyle	84	Chevrolet Camaro	GTO	114
13	22	Lance Van Every/Ash Tisdelle	19	Porsche Carrera	GTO	114
14	32	Charles Morgan/Jim Miller	71	Datsun ZX	GTU	112
15	29	Dan Veach/Jim Cook	11	Mazda RX-7	GTO	111
16	30	Bob Leitzinger/Fran Honsowetz	95	Datsun ZX	GTU	110
17	36	George Drolsom/Tom Winters	34	Porsche 924 Carrera	GTO	110
18	37	Al Bacon/Bob Lane	17	Mazda RX-7	GTU	108
19	39	Bob Speakman/Ted Schumacher	81	Datsun Z	GTU	107
20	38	Lloyd Frink/Ed Hinchliff	03	Chevrolet Corvette	GTO	102
21	35	Tico Almeida/Ernesto Soto	05	Ford Mustang	GTO	102
22	42	Ron Case/Jack Rynerson	30	Porsche 911	GTU	102
23	2	Ted Field/Danny Ongais	00	Chevrolet Lola T-600	GT	99
24	6	Emilio de Villota/Fred Stiff	3	Cosworth Grid Plaza	GT	96
25	44	Ford Smith/Luis Sereix	12	Chevrolet Corvette	GTO	96
26	28	Lee Mueller/Kathy Rude	98	Toyota Celica	GTU	88
27	14	Bill Koll/Skeeter McKitterick	62	Chevrolet Rondeau 382	GT	87
28	34	Ken Madren/Paul Gilgan	35	Porsche Carrera	GTO	82
29	25	Robert Overby/Don Bell	28	Chevrolet Camaro	GTO	75
30	18	Frank Carney/Dick Davenport	23	Datsun ZX	GTU	74
31	3	John Fitzpatrick/David Hobbs	2	Porsche Turbo	GT	70
32	19	John Carruso/Phil Currin	48	Chevrolet Corvette	GTO	66
33	45	Vicki Smith/Klaus Bitterauf	78	Porsche 911	GTU	66
34	11	Marty Hinze/Randy Lanier	16	Chevrolet March 82G	GT	60
35	16	Chester Vincentz/Wayne Baker	91	Porsche 934	GTO	57
36	33	Philip Kern/Gail Engle	76	Chevrolet Corvette	GTO	57
37	17	Joe Varde/Jeff Kline	82	Mazda RX-7	GTU	55
38	41	Paul Romano/Steve Potter	68	Mazda RX-2	GTU	38
39	8	John Cooper/Paul Smith	70	Porsche Turbo	GT	33
40	10	Billy Hagan/Gene Felton	44	Chevrolet Camaro	GTO	30
41	46	Del Taylor	74	Buick Chevron	GT	30
42	7	Desire Wilson	08	Porsche Turbo	GT	20
43	26	Richard Anderson	94	Chevrolet Corvette	GTO	12
44	43	Larry Luke/Mike Hughes	52	Datsun Z	GTU	3
45	15	Don Devendorf	83	Datsun ZX Turbo	GTO	1
46	13	Chris Cord	4	Chevrolet Lola T-600	GT	1

Purse: $67,875
Winners' Share: $18,250
Time of Race: 3:06:28.365
Winning Speed: 100.544 mph
Margin of Victory: One lap, 3.989 seconds
Fastest GT Qualifier: #5–Derek Bell: 97.806 mph (1:32.755)
Fastest GTO Qualifier: #44–Gene Felton: 91.282 mph (1:39.384)
Fastest GTU Qualifier: #82–Joe Varde: 88.095 mph (1:42.98)
Fastest GT Lap: #46–John Paul Jr. (112.584 mph on 61st lap)
Fastest GTO Lap: #13–Rene Rodriguez (101.625 mph on 13th lap)
Fastest GTU Lap: #98–Lee Mueller (98.491 mph on fourth lap)

Pocono International Raceway / September 26, 1982

CAMEL GT 500 GRAND PRIX, LONG POND, PA., 179 LAPS/501.2 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Ted Field/Danny Ongais	0	Chevrolet Lola T-600	GT	179
2	2	John Paul Jr./John Paul Sr.	46	Porsche Turbo	GT	178
3	13	Chester Vincentz/Wayne Baker	91	Porsche 934	GTO	166
4	7	Bill Koll/Skeeter McKitterick	62	Chevrolet Rondeau 382	GT	166
5	16	Tony Garcia/Diego Montoya/Garth Ullom	54	BMW M-1	GTO	165
6	39	Werner Frank/Rudy Bartling	22	Porsche 934	GTO	163
7	15	Ken Murray/Chris Doyle	84	Chevrolet Camaro	GTO	161
8	21	Logan Blackburn/Don Devendorf	85	Datsun ZX	GTO	161
9	20	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	160
10	31	Jack Dunham/Jim Mullen	66	Mazda RX-7	GTU	159
11	12	M.L. Speer/Terry Wolters	8	Porsche Turbo	GT	158
12	30	George Alderman/Carson Baird	32	Datsun ZX	GTU	158
13	23	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	156
14	19	Lee Mueller/Kathy Rude	98	Toyota Celica	GTU	154
15	25	Joe Varde/Jeff Kline	82	Mazda RX-7	GTU	152
16	24	Charles Morgan/Jim Miller	71	Datsun ZX	GTU	152
17	35	George Drolsom/Gene Rutherford	34	Porsche 924 Carrera	GTO	151
18	33	Bob Speakman/Ted Schumacher	81	Datsun Z	GTU	149
19	38	Doug Lutz/Dave Panaccione	15	Porsche Carrera	GTO	149
20	36	Ray Brezinka/Fritz Hochreuter	39	Porsche Carrera	GTO	148
21	37	Fred Apgar/Bruce Jones	6	Porsche 914/6	GTU	146
22	40	Mike Oleyar/John Brandt	93	Chevrolet Corvette	GTO	134
23	26	David Deacon/Uli Bieri/Mathias Gryder	40	BMW M-1	GTO	132
24	18	Ludwig Heimrath/Ludwig Heimrath Jr.	07	Porsche 924 Carrera	GTO	128
25	9	David Cowart/Kenper Miller	25	BMW March 82G	GT	110
26	32	Jim Busby/John O'Steen	58	Porsche 924 Carrera	GTO	110
27	2	Bob Leitzinger/Rob Dyson	95	Datsun ZX	GTU	91
28	22	Rick Knoop/Ron Grable	92	Toyota Celica	GTU	82
29	5	Bob Tullius/Bill Adam	44P	Jaguar XJR-5	GT	80
30	27	Wayne Darling/Fred Darling	02	Chevrolet Camaro	GTO	79
31	6	Marty Hinze/Randy Lanier	16	Chevrolet March 82G	GT	77
32	3	Chris Cord/Jim Adams	4	Chevrolet Lola T-600	GT	61
33	8	Emilio de Villota	3	Cosworth Grid Plaza	GT	49
34	34	Ron Coupland	64	Porsche Carrera	GTO	44
35	10	Billy Hagan	44	Chevrolet Camaro	GTO	43
36	11	Rene Rodriguez/John Greenwood	13	Chevrolet Corvette	GTO	42
37	28	Ken Madren	35	Porsche Carrera	GTO	35
38	14	Bob Bergstrom	79	Porsche 924 Carrera	GT	32
39	4	Derek Bell	5	Porsche Turbo	GT	24
40	17	Tico Almeida	05	Ford Mustang	GTO	4

Purse: $59,850
Winners' Share: $15,250
Time of Race: 4:33:77.775
Winning Speed: 109.833 mph
Margin of Victory: One lap, 36.077 seconds
Fastest GT Qualifier: #0–Danny Ongais: 121.11 mph (1:23.23) (Record)
Fastest GTO Qualifier: #44–Gene Felton: 109.909 mph (1:31.712) (Record)
Fastest GTU Qualifier: #98–Lee Mueller: 102.669 mph (1:38.18)
Fastest GT Lap: #0–Danny Ongais (116.951 mph on 80th lap) (Record)
Fastest GTO Lap: #91–Chester Vincentz (106.689 mph on 25th lap)
Fastest GTU Lap: #63–Jim Downing (101.921 mph on 28th lap)

Daytona International Speedway / November 28, 1982

DAYTONA 3-HOUR CAMEL GT, DAYTONA BEACH, FLA., 84 LAPS/322.56 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	15	Ted Field/Danny Ongais	00	Chevrolet Lola T-600	GT	84
2	1	John Fitzpatrick/Bob Wollek	2	Porsche Turbo	GT	84
3	10	Derek Bell/Randy Lanier	09	Porsche Turbo	GT	83
4	5	Al Holbert/Doc Bundy/Preston Henn	6	Porsche Turbo	GT	83
5	17	Billy Hagan/Gene Felton	44	Chevrolet Camaro	GTO	82
6	72	Dan Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	82
7	21	Chip Mead/John Paul Sr.	15	Pontiac Firebird	GTO	81
8	19	Chester Vincentz/Wayne Baker	91	Porsche 934	GTO	80
9	22	M.L. Speer/Terry Wolters	8	Porsche Turbo	GT	79
10	27	Roberto Guerrero/Diego Montoya/Fomfor	56	BMW M-1	GTO	79
11	33	Ludwig Heimrath/Ludwig Heimrath Jr.	07	Porsche 924 Carrera	GTO	79
12	42	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	78
13	48	Doug Carmean/Ed Pimm	51	Mazda RX-7	GTU	78
14	43	Jack Dunham/Jim Mullen	66	Mazda RX-7	GTU	78
15	53	Lance Van Every/Ash Tisdelle	19	Porsche Carrera	GTO	77
16	35	Richard Anderson/Mike Stephens	94	Chevrolet Corvette	GTO	77
17	55	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	76
18	52	Luis Gordillo/Manuel Villa/Diego Febles	65	Porsche Carrera	GTO	76
19	40	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	76
20	57	Bob Leitzinger/Logan Blackburn	95	Datsun ZX	GTU	75
21	50	Gregory Pusey	50	Porsche Carrera	GTO	75
22	34	Elliott Forbes-Robinson/Deborah Gregg	58	Porsche 924 Carrera	GTO	75
23	38	Uli Bieri/Mat Gysler	40	BMW M-1	GTO	74
24	44	Mike Oleyar/Dave Heinz	93	Chevrolet Corvette	GTO	74
25	14	David Cowart/Kenper Miller	25	BMW March 82G	GT	72
26	45	Bobby Diehl/Roy Newsome	18	Chevrolet Camaro	GTO	70
27	65	George Hulse	72	Porsche Carrera	GTO	70
28	58	Irwin Ayes/Albert White	20	Chevrolet Corvette	GTO	69
29	61	Jack Refenning/M.H. Schaefer	99	Porsche 911	GTU	69
30	67	Jack Rynerson/Van McDonald	60	Porsche 911	GTU	68
31	68	Fred Snow/Tom Cripe	52	Porsche 911	GTU	68
32	9	Don Whittington/Fred Stiff	3	Cosworth Grid Plaza	GT	67
33	51	George Alderman/Walt Bohren	32	Datsun ZX	GTU	67
34	54	Jack Swanson/Dick Gauthier	54	Chevrolet Camaro	GT	67
35	30	Bard Boand/Rusty Schmidt	75	Chevrolet Corvette	GTO	65
36	16	Bob Raub/Bob Lazier	14	Pontiac Firebird	GTO	63
37	36	Robert Overby/Don Bell	28	Chevrolet Camaro	GTO	60
38	71	Del Russo Taylor/Frank Rubino	74	Buick Chevron	GT	60
39	47	John Hulen/Ron Coupland	64	Porsche Carrera	GTO	59
40	66	Reed Kryder	77	Datsun ZX	GTU	59
41	70	Ron Case/Craig Case	30	Porsche Carrera	GTO	59
42	29	R.J. Valentine/Del Markle	68	Chevrolet Corvette	GT	58
43	20	Lloyd Frink/Ed Hinchliff	03	Chevrolet Corvette	GTO	53
44	26	Bob Gregg/Bob Young	43	Chevrolet Camaro	GTO	53
45	62	Jim Fitzgerald/David Bell	42	Datsun ZX	GTU	53
46	49	George Drolsom/John Hotchkis Sr.	34	Porsche 924 Carrera	GTO	51
47	23	John Morton/Milt Minter	01	Ford Mustang	GTO	50
48	7	David Hobbs	22	Porsche Turbo	GT	45
49	69	Vicki Smith/Klaus Bitterauf	78	Porsche 911	GTU	44
50	37	Lee Mueller/Joe Varde	92	Mazda RX-7	GTU	40
51	3	John Paul Jr.	1	Porsche Turbo	GT	36
52	8	Doc Bundy/Bonnie Henn	9	Porsche Turbo	GT	36
53	13	John Gunn	39	Chevrolet JG-1	GT	30
54	60	Bob Speakman/Ted Schumacher	81	Datsun Z	GTU	29
55	24	Tico Almeida/Ernesto Soto	05	Ford Mustang	GTO	27
56	25	Ken Murray/Chris Doyle	84	Chevrolet Camaro	GTO	27
57	2	Danny Ongais	0	Chevrolet Lola T-600	GT	19
58	31	Hoyt Overbagh	29	Chevrolet Monza	GTO	18
59	39	Nort Northam	37	Chevrolet Camaro	GTO	18
60	73	Werner Frank	02	Porsche 934	GTO	18
61	63	Doug Zitza	11	Porsche 914/6	GTU	18
62	32	Ford Smith/Luis Sereix	12	Chevrolet Corvette	GTO	17
63	6	Mauricio DeNarvaez	46	Porsche Turbo	GT	16
64	56	Al Bacon	17	Mazda RX-7	GTU	15
65	12	Bob Tullius	44P	Jaguar XJR-5	GT	10
66	46	Charles Morgan	71	Datsun ZX	GTU	9
67	59	Rick Cline	36	Mazda RX-7	GTU	9
68	11	John Greenwood	13	Chevrolet Corvette	GTO	6
69	41	Ken Madren	35	Porsche Carrera	GTO	4
70	4	Jim Trueman	10	Chevrolet March 83G	GT	2
71	18	John Carruso	48	Chevrolet Corvette	GTO	2
72	28	Brent O'Neill	61	Buick Skyhawk	GTO	1
73	64	Gary Wonzer	49	Porsche 911	GTU	0

Purse: $59,775
Winners' Share: $12,950
Time of Race: 3:01:25.684
Winning Speed: 106.673 mph
Margin of Victory: 40.853 seconds
Fastest GT Qualifier: #2–Bob Wollek: 134.9 mph (1:42.476) (Record)
Fastest GTO Qualifier: #13–John Greenwood: 125.505 mph (1:50.147) (Record)
Fastest GTU Qualifier: #92–Lee Mueller: 112.834 mph (2:02.516)
Fastest GT Lap: #0–Danny Ongais (131.207 mph on second lap) (Record)
Fastest GTO Lap: #13–John Greenwood (121.583 mph on third lap) (Record)
Fastest GTU Lap: #63–Jim Downing (111 mph on ninth lap)

1982 Champions and Award Winners

GT Champion: John Paul Jr.
Manufacturers' Champion: Porsche
Technician of the Year: Harry Haggard
Most Improved Driver: Rene Rodriguez

Daytona International Speedway / February 5-6, 1983

24 HOUR PEPSI CHALLENGE, DAYTONA BEACH, FLA., 618 LAPS/2,373.12 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Preston Henn/Bob Wollek/Claude Ballot-Lena/A.J. Foyt	8	Porsche Turbo	GT	618
2	14	Randy Lanier/Terry Wolters/Marty Hinze	88	Chevrolet March 83G	GT	612
3	22	Pete Halsmer/Robert Reed/Rick Knoop	7	Mazda RX-7	GTO	598
4	15	M.L. Speer/Ken Madren/Ray Ratcliff	24	Porsche Turbo	GT	578
5	53	Diego Febles/Kikos Fonseca/Roy Valverde	50	Porsche Carrera	GTO	568
6	6	Ralph Cooke/Jim Adams/John Bright	10	Chevrolet Lola T-600	GT	563
7	34	Tico Almeida/Ernesto Soto/Miguel Morejon	05	Porsche Carrera	GTO	561
8	30	Pierre Honegger/Walt Bohren/David Palmer	77	Mazda GTP	GT	553
9	78	Wayne Baker/Jim Mullen/Bob Garretson	9	Porsche 934	GTO	551
10	51	Paul Gilgan/Al Leon/Wayne Pickering	35	Porsche Carrera	GTO	547
11	3	Frank Rubino/Pepe Romero/Doc Bundy/Dale Whittington	47	Porsche Turbo	GT	546
12	32	Lee Mueller/Terry Visger/Hugh McDonough	92	Mazda RX-7	GTU	544
13	33	Deborah Gregg/Bonnie Henn/Kathy Rude	58	Porsche 924 Carrera	GTO	541
14	65	M.H. Shaefer/Doug Zitza/Jack Refenning/John Belperche	90	Porsche 911	GTU	525
15	29	Don Courtney/Brent O'Neill/Luis Sereix	61	Chevrolet Monza	GTO	525
16	5	Bruce Leven/Hurley Haywood/Al Holbert	86	Porsche Turbo	GT	515
17	62	Steve Dietrich/Chris Ivey/Jim Cook	60	Mazda RX-7	GTU	514
18	27	Richard Lloyd/George Drolsom/Jonathan Palmer	85	Porsche 924 Carrera	GTO	500
19	74	Roger Mandeville/Amos Johnson/Danny Smith	38	Mazda RX-7	GTU	476

20	9	Billy Hagan/Terry Labonte/Lloyd Frink	4	Chevrolet Camaro	GTO	467
21	39	Jim Downing/John Maffucci/Steve Potter	63	Mazda RX-7	GTU	438
22	37	Robert Overby/Don Bell/Chris Doyle	29	Chevrolet Camaro	GTO	436
23	55	Tom Burdsall/Peter Welter/Al Bacon	37	Mazda RX-7	GTO	426
24	18	Tom Nehl/Nelson Silcox/R.J. Valentine	26	Chevrolet Camaro	GTO	412
25	2	John Paul Jr./Rene Rodriguez/Joe Castallano	1	Porsche Turbo	GT	411
26	17	Mike Brummer/Phil Pate/Duane Eitel	13	Pontiac Firebird	GTO	410
27	13	Herb Adams/John Martin/Joe Ruttman/Leonard Emanuelson	28	Avanti	GTO	406
28	31	Uli Bieri/Matt Gysler/Duff Hubbard	40	BMW M-1	GTO	365
29	58	Wally Dallenbach Jr./Whitney Ganz/Willy T. Ribbs	97	Toyota Celica	GTU	358
30	35	Bard Boand/Richard Anderson/Mike Stephens	75	Chevrolet Corvette	GTO	357
31	60	Mike Gassaway/Scott Smith Sr./Joe Cogbill Sr.	83	Chevrolet Camaro	GTO	312
32	71	Tom Cripe/David Duncan/Dick Gauthier/Jack Swanson	52	Porsche 911	GTU	305
33	56	Charles Morgan/Bill Johnson/Jim Miller	71	Datsun ZX	GTU	300
34	64	Jim Fowells/Ray Mummery/Tom Sheehy	27	Mazda RX-7	GTU	299
35	70	Klaus Bitterauf/Vicki Smith/Scott Flanders	78	Porsche 911	GTO	294
36	19	Carson Baird/Chip Mead/Tom Pumpelly	65	Ferrari 512BB	GT	285
37	76	Raul Garcia/Vince Dillela	23	Chevrolet Camaro	GTO	284
38	77	John Morton/Tom Klausler/Ronnie Bucknum	01	Ford Mustang	GTO	284
39	72	Gary Baker/Sterling Marlin	72	Chevrolet Corvette	GTO	263
40	79	Rusty Schmidt/Scott Schmidt	41	Chevrolet Corvette	GTO	243
41	46	Hoyt Overbagh/Peter Kirill	49	Chevrolet Monza	GTO	242
42	40	Jack Dunham/Jeff Kline/Jon Compton	66	Mazda RX-7	GTO	223
43	8	Gene Felton/Tom Williams/Lloyd Frink	45	Chevrolet Camaro	GTO	208
44	11	Lyn St. James/Drake Olson/John Graham	21	Astin Martin Nimrod	GT	193
45	57	Tom Winters/Bob Bergstrom/Peter Dawe	79	Porsche 924 Carrera	GTO	172
46	23	Diego Montoya/Terry Herman/Tony Garcia	55	BMW M-1	GTO	165
47	16	Bob Raub/Carl Shafer/Sam Moses	14	Pontiac Firebird	GTO	161
48	75	Paul Goral/Nort Northam/Larry Figaro	16	Porsche 911	GTU	152
49	45	Del Taylor/Mike Angus/Wayne Dassinger	74	Buick Chevron	GT	130
50	7	Bob Tullius/Bill Adam/Pat Bedard	44	Jaguar XJR-5	GT	130
51	36	Dennis Aase/Michael Chandler/Al Unser Jr.	98	Toyota Celica	GTU	122
52	63	Jamsal/Eduardo Barrientos/Eduardo Galdamez	89	Porsche Carrera	GTO	122
53	59	Dale Kreider/Dick Neland	31	Chevrolet Camaro	GTO	121
54	12	Darrell Waltrip/A.J. Foyt/Guillermo Maldonado	11	Astin Martin Nimrod	GT	121
55	61	Elliott Forbes-Robinson/Gary Witzenburg/Tony Joe Swan	67	Pontiac Firebird	GTO	118
56	68	Bill Bean/Gary Wonzer/Buzz Cason	42	Porsche 911	GTU	118
57	52	Kaoru Hashino/Masanori Sekiya/Gene Hackman	99	Toyota Celica	GTU	118
58	43	John Hulen/Ron Coupland/Bob Speakman	64	Porsche Carrera	GTO	113
59	54	Doug Lutz/Dave Panaccione/Larry Connor	15	Porsche Carrera	GTO	98
60	47	Robert Whitaker/Karl Keck/Bill McDill	81	Chevrolet Camaro	GTO	91
61	28	Paul Miller/Jim Busby/Ron Grable	36	Porsche 924 Carrera	GTO	87
62	66	Bobby Diehl/Roy Newsome	06	Mazda RX-7	GTO	85
63	25	Bob Richardson/Bob Young	43	Pontiac Firebird	GTO	82
64	20	Paul Canary/Jean-Paul Libert/Pascal Whitmeur	04	Chevrolet Camaro	GTO	79
65	67	Rick Cline/Paul Romano/Mike Powell	32	Mazda RX-7	GTU	71
66	24	Emory Donaldson/Steve Pope/Ken Murray	84	Chevrolet Camaro	GTO	67
67	21	Ludwig Heimrath/Ludwig Heimrath Jr.	07	Porsche 934	GTO	57
68	69	Ron Case/Jack Rynerson	30	Porsche 911	GTU	52
69	48	Doug Carmean/Don Herman/John Finger	51	Mazda RX-7	GTU	52
70	44	Joe Varde/John Casey	82	Mazda RX-7	GTU	52
71	42	Bob Beasley/John Ashford	87	Porsche Carrera	GTO	47
72	10	Ted Field/Bill Whittington	0	Chevrolet Lola T-600	GT	43
73	4	Bob Akin/John O'Steen	5	Porsche Turbo	GT	24
74	26	A. Pallavicini/Werner Frank	03	Porsche Turbo	GT	24
75	50	Milt Minter/Ronnie Bucknum	02	Ford Mustang	GTO	15
76	38	John Paul Sr.	8	Porsche Turbo	GT	14
77	73	David Cowart/Kenper Miller	25	Porsche March 82G	GT	6
78	49	Tom Ciccone	09	Chevrolet Camaro	GTO	0
79	41	Lance Van Every	19	Porsche Carrera	GTO	0

Purse: $141,525
Winners' Share: $34,200
Time of Race: 24:01:27.025
Winning Speed: 98.781 mph
Margin of Victory: One minute, 15.732 seconds
Fastest GT Qualifier: #6–Bob Wollek: 135.324 mph (1:42.155) (Record)
Fastest GTO Qualifier: #45–Gene Felton: 124.999 mph (1:50.953)
Fastest GTU Qualifier: #92–Lee Mueller: 113.902 mph (2:01.367) (Record)
Fastest GT Lap: #6–Bob Wollek (126.57 mph on 450th lap)
Fastest GTO Lap: #28–Joe Ruttman (120.82 mph on fifth lap)
Fastest GTU Lap: #38–Roger Mandeville (110.601 mph on 15th lap)

Miami Grand Prix Street/Road Circuit / February 27, 1983

BUDWEISER GRAND PRIX OF MIAMI, MIAMI, FLA., 27 LAPS/49.95 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	4	Al Holbert	41	Chevrolet March 83G	GT	27
2	1	John Paul Jr.	1	Chevrolet Lola T-600	GT	27
3	9	Klaus Ludwig	06	Ford Mustang Turbo	GT	27
4	2	John Fitzpatrick	2	Porsche Turbo	GT	27
5	10	Bob Tullius	44	Jaguar XJR-5	GT	27
6	19	Don Whittington	9	Porsche Turbo	GT	27
7	18	Tony Garcia	54	Cosworth Mirage M12	GT	27
8	8	Jochen Mass	12	Porsche Turbo	GT	27
9	5	Bob Wollek	09	Porsche Turbo	GT	27
10	23	Marty Hinze	16	Chevrolet March 83G	GT	26
11	28	Brian Redman	86	Porsche Lola T-600	GT	26
12	14	Geoff Brabham	6	Ford Mustang Turbo	GT	26
13	21	Victor Gonzalez	11	Astin Martin Nimrod	GT	26
14	15	Dale Whittington	5	Porsche Turbo	GT	26
15	22	Mauricio DeNarvaez	46	Porsche Turbo	GT	26
16	17	Vicki Smith	45	Pontiac Firebird	GT	26
17	26	Hiram Cruz	69	Porsche Turbo	GT	25
18	11	Ralph Cooke/Harald Grohs	10	Chevrolet Lola T-600	GT	25
19	6	Chris Cord	4	Chevrolet Lola T-600	GT	25
20	16	Doc Bundy	22	Astin Martin Nimrod	GT	25
21	25	R.J. Valentine	68	Chevrolet Corvette	GT	24
22	27	Victor Perella	8	Porsche Turbo	GT	24
23	29	Kenper Miller	25	Porsche March 82G	GT	23
24	7	Emilio de Villota/Tom Sneva	3	Cosworth Grid Plaza	GT	23
25	20	Bob Young	53	Chevrolet March M-1	GT	19
26	13	Gianpiero Moretti	30	Porsche Turbo	GT	17
27	32	John Gunn	39	Chevrolet JG-1	GT	17
28	31	Fomfor	35	BMW 320i	GT	14
29	3	Danny Ongais	00	Chevrolet Lola T-600	GT	9
30	30	Del Taylor	74	Buick Chevron	GT	9
31	24	Walt Bohren	77	Mazda GTP	GT	4
32	12	Tiff Needell	88	Chevrolet March 83G	GT	1

Purse: $137,950
Winner's Share: $51,000
Time of Race: 1:00:00
Winning Speed: 51.072 mph
Margin of Victory: Under caution
Fastest Qualifier: #1–John Paul Jr.: 78.681 mph (1:24.646) (Record)
Fastest Lap: #00–Danny Ongais (66.507 mph on seventh lap) (Record)

Sebring International Raceway / March 19, 1983

COCA-COLA 12 HOURS OF SEBRING, SEBRING, FLA., 231 LAPS/1,097.25 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	14	Wayne Baker/Jim Mullen/Kees Nierop	9	Porsche 934	GTO	231
2	6	Bob Akin/Dale Whittington/John O'Steen	5	Porsche Turbo	GT	232
3	7	Hurley Haywood/Al Holbert	86	Porsche Turbo	GT	229
4	20	Don Courtney/Luis Sereix/Brent O'Neill	61	Chevrolet Monza	GTO	227
5	47	Reggie Smith/Lyn St. James/Drake Olson	22	Astin Martin Nimrod	GT	224
6	31	Jack Dunham/Jeff Kline/Jon Compton	66	Mazda RX-7	GTU	224
7	40	Luis Gordillo/Manuel Prieto/Chiqui Soldevila	65	Porsche Carrera	GTO	224
8	22	Joe Varde/Jack Baldwin/John Casey	82	Mazda RX-7	GTU	223
9	41	John Morton/Tom Klausler	01	Ford Mustang	GTO	222
10	38	Al Leon/Paul Gilgan/Wayne Pickering	35	Porsche Carrera	GTO	222
11	5	Ralph Cooke/Jim Adams/Josele Garza	10	Chevrolet Lola T-600	GT	221
12	9	Don Whittington/Bill Whittington	94	Porsche Turbo	GT	218
13	10	Skeeter McKitterick/Milt Minter	3	Cosworth Grid Plaza	GT	216
14	79	Peter Welter/Tom Burdsall/Nort Northam	37	Mazda RX-7	GTU	216
15	68	Tim Selby/Earl Roe	23	Porsche 911	GTU	210
16	61	Ray Brezinka/Rudy Bartling/Roger Schramm	83	Porsche Carrera	GTO	204
17	23	Lee Mueller/Terry Visger	92	Mazda RX-7	GTU	204
18	46	Jim Downing/John Maffucci/Chuck Ulinski	63	Mazda RX-7	GTU	204
19	69	Paul Goral/Larry Figaro/Peter Uria	11	Porsche 911	GTU	202
20	25	Armando Gonzalez/Hiram Cruz	69	Porsche 934	GTO	201
21	16	Pete Halsmer/Rick Knoop	7	Mazda RX-7	GTO	199
22	62	M.H. Shaefer/Doug Zitza/Jack Refenning	90	Porsche 911	GTU	198
23	56	Juan Lopez/Luis Mendez	06	Porsche Carrera	GTO	192
24	39	Jamsal/Eduardo Barrientos/Eduardo Galdamez	89	Porsche Carrera	GTO	188
25	60	Jim Fowells/Ray Mummery/Steve Potter	27	Mazda RX-7	GTU	185
26	15	Carl Shafer/Carlos Ramirez/Mike Meldeau	14	Pontiac Firebird	GTO	185
27	48	Jack Rynerson/Van McDonald/Chris Wilder	68	Porsche 911	GTU	183
28	52	Dave Heinz/Jerry Thompson/Paul Gentilozzi	57	Chevrolet Camaro	GTO	181
29	64	Bob Lee/Timothy S. Lee/Gary Myers	03	Ford Maverick	GTO	180
30	73	C.W. Bryant/Alex Priest/Mike Guido	91	BMW 2002	GTU	178
31	58	John Higgins/James King/Chip Mead	93	Porsche 911	GTU	175
32	66	Ron Case/Craig Case/Dave Panaccione	30	Porsche 911	GTU	173
33	30	Jim Cook/Steve Dietrich/Al Bacon	60	Mazda RX-7	GTU	168
34	42	Doug Carmean/Don Herman	51	Mazda RX-7	GTU	167
35	50	Deborah Gregg/Kathy Rude/Bonnie Henn	58	Porsche 924 Carrera	GTO	165
36	45	Phil Byrd/Fred Baker/Robert Kirby	96	Porsche Carrera	GTO	162
37	57	Gary Wonzer/Bill Bean/Buzz Cason	42	Porsche 911	GTU	162
38	77	Ned Skiff/Jim Leo	95	Renault R-12	GTU	159
39	37	Lance Van Every/Ash Tisdelle	19	Porsche Carrera	GTO	153
40	51	Ron Bucknum/John Bright	02	Ford Mustang	GTO	153
41	11	Billy Hagan/Gene Felton/Sam Moses/Lloyd Frink	4	Chevrolet Camaro	GTO	153
42	71	Vince Di Lella/Manolo Cueto	04	Porsche 911	GTU	152
43	43	Tom Winters/Bob Bergstrom/Peter Dawe	79	Porsche 924 Carrera	GTO	148
44	21	M.L. Speer/Ken Madren/Ray Ratcliff	24	Porsche Turbo	GT	145
45	44	Hoyt Overbagh/Pete Kirill/Paul Romano	49	Chevrolet Monza	GTO	145
46	18	Paul Fassler/Steve Pope	13	Pontiac Firebird	GTO	142
47	59	Carmen Lista/David Marks/Roy Newsome/Bobby Diehl	18	Chevrolet Camaro	GTO	140
48	78	Timothy Lee/Al White/Irwin Ayes	76	Ford Capri	GTU	140
49	82	Doug Lutz/Mike Brummer/Larry Connor	15	Porsche Carrera	GTO	139
50	29	Paul Miller/Jim Busby/Ron Grable	36	Porsche 924 Carrera	GTO	132
51	76	Robert Gottfried/Tom Turner/Don Flores	87	Porsche 911	GTU	131
52	4	Marty Hinze/Randy Lanier/Terry Wolters	16	Chevrolet March 83G	GT	128
53	36	Karl Keck/Bill McDill/Robert Whitaker	33	Chevrolet Corvette	GTO	128
54	33	Robert Overby/Don Bell/Chris Doyle	29	Chevrolet Camaro	GTO	127
55	80	Cameron Worth/Alan Crouch/Janis Taylor	75	Ford Pinto	GTU	127
56	1	John Paul Jr./Derek Bell/Michael Andretti	09	Porsche Turbo	GT	125
57	28	Steve Shelton/Tom Shelton	8	Ferrari 512BB	GT	120
58	2	Bob Tullius/Bill Adam	44	Jaguar XJR-5	GT	95
59	55	George Drolsom/Steve Cohen/Bill Gellis	34	Porsche 924 Carrera	GTO	94
60	24	Tom Nehl/Nelson Silcox/Patty Moise	26	Chevrolet Camaro	GTO	92
61	12	Victor Gonzalez/Drake Olson	21	Astin Martin Nimrod	GT	86
62	13	Tico Almeida/Ernesto Soto	05	Porsche Turbo	GT	82
63	72	Santiago Londono/Carlos Munoz/Hugo Gralia	99	Porsche Carrera	GTO	81
64	53	Paul Canary/Jim Sanborn	20	Pontiac Firebird	GTO	78
65	67	Dick Gauthier/Tom Cripe/Ron Collins/Bill McVey	52	Porsche 911	GTU	67
66	17	Pierre Honegger/Walt Bohren	77	Mazda GTP	GT	61
67	54	Marcus Opie/Tim Morgan/Grant Bradey	64	Chevrolet Corvette	GTO	59
68	63	Klaus Bitterauf/Vicki Smith/Scott Flanders	78	Porsche 911	GTU	59
69	19	Fomfor/Arnoldo Kreysa	28	BMW M-1	GTO	58
70	26	Roger Mandeville/Amos Johnson/Danny Smith	38	Mazda RX-7	GTU	56
71	75	Reynaldo Fernandez/Daniel Vilarchao	54	Chevrolet Camaro	GTO	56
72	32	J. Craig Shafer/George Shafer/Joe Maloy	6	Chevrolet Camaro	GTO	55
73	49	Del Taylor	74	Buick Chevron	GT	53
74	34	Don Cummings/Craig Rubright/Charles Gano	12	Chevrolet Monza	GT	50
75	83	David Cowart/Kenper Miller/Mauricio DeNarvaez	25	Porsche March 82G	GT	46
76	84	Jack Griffin	31	Porsche 914/4	GTU	38
77	27	Kikos Fonseca/Tato Ferrer	50	Porsche Carrera	GTO	36
78	65	Bobby Diehl/Roy Newsome	08	Mazda RX-7	GTU	29
79	3	John Gunn/Ricardo Londono	39	Chevrolet JG-1	GT	26
80	35	Uli Bieri	40	BMW M-1	GTO	21
81	81	Fred Flaquer/Gustavo Londono	07	Porsche Carrera	GTO	21
82	70	Billy Dingman	17	Chevrolet Corvette	GT	11
83	8	Bill Whittington	47	Chevrolet March 83G	GT	8
84	74	Bill Nelson	62	Pontiac Firebird	GTO	1

Purse: $87,050
Winners' Share: $20,900
Time of Race: 12:01:17.745
Winning Speed: 91.273 mph
Margin of Victory: One minute, 34.802 seconds
Fastest GT Qualifier: #09–John Paul Jr.: 118.779 mph (2:23.965) (Record)
Fastest GTO Qualifier: #4–Gene Felton: 111.921 mph (2:32.787) (Record)
Fastest GTU Qualifier: #82–Joe Varde: 104.581 mph (2:43.51) (Record)
Fastest GT Lap: #47–Bill Whittington (119.79 mph on third lap) (Record)
Fastest GTO Lap: #14–Carl Shafer (110.23 mph on second lap) (Record)
Fastest GTU Lap: #82–Joe Varde (101.544 mph on 73rd lap) (Record)

Road Atlanta / April 10, 1983

NISSAN-DATSUN CAMEL GT, BRASELTON, GA., 124 LAPS/312.4 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	12	Bob Tullius/Bill Adam	44	Jaguar XJR-5	GT	124
2	13	Emory Donaldson/Bill Whittington	88	Chevrolet March 83G	GT	124
3	11	Gianpiero Moretti/Sarel Van De Merwe	0	Porsche Turbo	GT	122
4	10	Skeeter McKitterick/Tom Sneva	3	Cosworth Grid Plaza	GT	119
5	9	David Cowart/Kenper Miller	25	Porsche March 82G	GT	119
6	6	John Paul Jr./Rene Rodriguez	1	Porsche Turbo	GT	119
7	1	Pepe Romero/Doc Bundy	47	Chevrolet March 83G	GT	118
8	28	Wayne Baker/Jim Mullen	9	Porsche 934	GTO	117
9	32	John Carruso/Phil Currin	48	Chevrolet Corvette	GTO	117
10	3	John Gunn	39	Chevrolet Phoenix	GT	115
11	39	R.J. Valentine/David Watson	68	Pontiac Firebird	GTO	115
12	38	George Alderman	32	Datsun ZX	GTU	114
13	30	Fomfor	2	BMW M-1	GTO	114
14	47	Kikos Fonseca	50	Porsche Carrera	GTO	113
15	46	Jack Dunham/Jeff Kline	66	Mazda RX-7	GTU	113
16	23	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	112
17	31	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	112

18	15	Tico Almeida/Ernesto Soto	05	Porsche Turbo	GT	111
19	56	Dale Kreider/Dave Heinz	20	Chevrolet Corvette	GTO	110
20	21	Deborah Gregg/Kathy Rude	58	Porsche 924 Carrera	GTU	110
21	26	Diego Montoya/Tony Garcia	55	BMW M-1	GTO	106
22	44	Tom Nehl/Nelson Silcox	26	Chevrolet Camaro	GTO	106
23	27	Walt Bohren	60	Mazda RX-7	GTU	105
24	53	George Drolsom/Bill Johnson	34	Porsche 924 Carrera	GTU	105
25	14	M.L. Speer/Ken Madren	24	Porsche Turbo	GT	104
26	36	John Rynerson/Chris Wilder	8	Porsche 911	GTU	103
27	52	Uli Bieri/Matt Gysler/Duff Hubbard	40	BMW M-1	GTO	103
28	48	Dennis Cuppy	77	Chevrolet Corvette	GTO	100
29	5	Bobby Rahal/Tom Gloy	06	Ford Mustang Turbo	GT	98
30	42	Ken Murray/Robert Gottfried	84	Chevrolet Camaro	GTO	98
31	49	Al Leon/Wayne Pickering	35	Porsche Carrera	GTO	93
32	22	Bruno Beilcke/Richard Spenard	28	BMW M-1	GTO	92
33	40	Bobby Diehl/Roy Newsome	08	Mazda RX-7	GTU	91
34	25	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	91
35	29	Chuck Kendall/Jim Cook	11	BMW M-1	GTO	89
36	57	Vicki Smith/Klaus Bitterauf	78	Porsche 911	GTU	87
37	50	Rick Cline	36	Mazda RX-7	GTU	84
38	34	Bruce Jones/Fred Apgar	14	Porsche 914/6	GTU	83
39	24	Charles Morgan/Jim Miller	71	Datsun ZX	GTU	80
40	37	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	76
41	55	Jack Lewis/Bob Beasley	87	Porsche Carrera	GTO	70
42	54	Bill Miller/Dave Miller/Jack Ries	43	Datsun Z	GTU	66
43	4	Bob Akin/Dale Whittington	5	Porsche Turbo	GT	65
44	16	Marty Hinze/Randy Lanier	16	Chevrolet March 83G	GT	62
45	43	Del Russo Taylor	74	Buick Chevron	GT	61
46	2	Chris Cord/Jim Adams	41	Chevrolet Lola T-600	GT	56
47	19	Bob Leitzinger	95	Datsun ZX	GTU	52
48	41	Don Courtney/Brent O'Neill	61	Chevrolet Monza	GTO	49
49	7	Lyn St. James	22	Astin Martin Nimrod	GT	46
50	58	George Hulse/Craig Hogan	72	Porsche Carrera	GTO	43
51	51	Ron Coupland	64	Porsche Carrera	GTO	35
52	33	Tim Evans	56	Chevrolet Corvette	GTO	28
53	20	Dennis Aase	98	Toyota Celica	GTU	26
54	17	Sarel Van De Merwe	30	Porsche March 83G	GT	18
55	18	Joe Varde	82	Mazda RX-7	GTU	18
56	35	Ludwig Heimrath Sr.	07	Porsche 934	GTO	16
57	45	Chester Vincentz	91	Porsche 934	GTO	15
58	8	Geoff Brabham	6	Ford Mustang Turbo	GT	9
59	59	Al Bacon	17	Mazda RX-7	GTU	1

Purse: $60,200
Winners' Share: $12,500
Time of Race: 3:00:17.509
Winning Speed: 94.823 mph
Margin of Victory: 17.991 seconds
Fastest GT Qualifier: #47–Doc Bundy: 109.231 mph (1:23.053)
Fastest GTO Qualifier: #28–Richard Spenard: 91.707 mph (1:38.924)
Fastest GTU Qualifier: #82–Joe Varde: 93.064 mph (1:37.481)
Fastest GT Lap: #88–Bill Whittington (114.128 mph on 100th lap) (Record)
Fastest GTO Lap: #9–Wayne Baker (104.564 mph on 18th lap)
Fastest GTU Lap: #32–George Alderman (96.09 mph on 13th lap)

Riverside International Raceway / April 24, 1983

LOS ANGELES TIMES/DATSUN GRAND PRIX OF ENDURANCE, RIVERSIDE, CALIF., 196 LAPS/637 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	4	John Fitzpatrick/David Hobbs/Derek Bell	2	Porsche Turbo	GT	196
2	1	Al Holbert/Jim Trueman	14	Chevrolet March 83G	GT	195
3	5	Mauricio DeNarvaez/Bob Wollek	46	Porsche Turbo	GT	192
4	7	Ralph Cooke/Harald Grohs	10	Chevrolet Lola T-600	GT	191
5	18	Wayne Baker/Jim Mullen/Kees Nierop	9	Porsche 934	GTO	181
6	19	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	177
7	16	Bob Akin/Dale Whittington	5	Porsche Turbo	GT	176
8	23	Chuck Kendall/Jim Cook	11	BMW M-1	GTO	176
9	15	Bruce Leven/Hurley Haywood	86	Porsche Lola T-600	GT	172
10	40	Wally Dallenbach Jr./Whitney Ganz/Dennis Aase	98	Toyota Celica	GTU	171
11	32	Joe Varde/Jack Baldwin	82	Mazda RX-7	GTU	169
12	37	Boy Hayje/Roberto Moreno	16	BMW 320i	GTU	168
13	28	Diego Montoya/Tony Garcia	55	BMW M-1	GTO	167
14	45	Rick Borlase/Michael Hammond	56	Porsche Carrera	GTO	166
15	39	Charles Morgan/Jim Miller	71	Datsun ZX	GTU	164
16	46	Gene Hackman/Margie Smith-Haas/Wally Dallenbach Jr.	97	Toyota Celica	GTU	161
17	52	Peter Jauker/Gary Auberlen/Adrian Gang	08	Porsche 911	GTU	160
18	42	Kikos Fonseca/Jamsal	0	Porsche Carrera	GTO	159
19	53	Brent Regan/Larry Chmura/Jon Koobation	70	Porsche 911	GTU	158
20	9	Michael Andretti/A.J. Foyt/Mario Andretti/Preston Henn	6	Porsche Turbo	GT	154
21	44	Al Leon/Wayne Pickering/Paul Gilgan	35	Porsche Carrera	GTO	145
22	3	Chris Cord/Jim Adams	41	Chevrolet Lola T-600	GT	137
23	22	Bruce Jenner/John Bauer	26	Ford Mustang	GTO	136
24	41	Jim Busby/Ron Grable	36	Porsche 924 Carrera	GTU	136
25	8	John Morton/Richard Spenard/Bob Lobenberg	45	Cosworth Mirage M12	GT	134
26	49	Bob Copeman/Jerry Jolly	49	Porsche Carrera	GTO	132
27	50	David Christian/Ed Swart	33	Chevrolet Camaro	GTO	115
28	36	Terry Visger/Rocky Moran	92	Mazda RX-7	GTU	114
29	26	Bruno Beilcke/Kurt Konig	28	BMW M-1	GTO	108
30	47	Tom Alan Marx/Dennis Lanfre/Connie Fern	31	Porsche Carrera	GTO	105
31	27	Dennis Aase/Michael Chandler	99	Toyota Celica	GTU	95
32	2	Derek Bell/Rolf Stommelen	12	Porsche Turbo	GT	94
33	31	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	91
34	25	Pete Halsmer/Rick Knoop	7	Mazda RX-7	GTO	91
35	21	Les Lindley II/Les Lindley/Bill Cooper	80	Chevrolet Camaro	GTO	89
36	56	Fomfor/Albert Naon	18	BMW M-1	GTO	86
37	10	A.J. Foyt/Mario Andretti/Bill Whittington	09	Porsche Turbo	GT	81
38	6	Bob Tullius/Bill Adam	44	Jaguar XJR-5	GT	77
39	43	Bob Leitzinger/Max Jones	48	Datsun ZX	GTU	63
40	55	Casey Mollett/Brit Wootten	74	Datsun Z	GTO	61
41	30	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTU	56
42	29	Bob Gregg	43	Chevrolet Camaro	GTO	55
43	34	Deborah Gregg/Kathy Rude	58	Porsche 924 Carrera	GTU	48
44	14	George Dyer	50	Porsche Turbo	GT	46
45	12	Drake Olson	22	Astin Martin Nimrod	GT	46
46	38	Jack Dunham	66	Mazda RX-7	GTU	45
47	11	Gianpiero Moretti	30	Porsche March 83G	GTO	40
48	54	Chuck McConnell/Richard Woodbury/Bruce Campbell	07	Porsche Carrera	GTU	30
49	20	M.L. Speer/Ken Madren	24	Porsche Turbo	GT	29
50	17	Don Devendorf	83	Datsun ZX Turbo	GTO	25
51	51	John Zouzelka	60	Mazda RX-7	GTU	21
52	35	Lee Mueller	96	Mazda RX-7	GTU	20
53	33	John Martin	91	Datsun ZX	GTU	15
54	24	David Cowart	25	Porsche March 82G	GT	11
55	13	Skeeter McKitterick	3	Cosworth Grid Plaza	GT	9
56	48	Steve Michaelson	53	Porsche Carrera	GTO	5

Purse: $85,675
Winners' Share: $21,000
Time of Race: 6:00:29.89
Winning Speed: 106.02 mph
Margin of Victory: One lap, 24.97 seconds
Fastest GT Qualifier: #14–Al Holbert: 121.516 mph (1:36.284) (Record)
Fastest GTO Qualifier: #83–Don Devendorf: 110.235 mph (1:46.137) (Record)
Fastest GTU Qualifier: #99–Dennis Aase: 103.805 mph (1:52.711) (Record)
Fastest GT Lap: #41–Jim Adams (116.942 mph on third lap) (Record)
Fastest GTO Lap: #9–Wayne Baker (107.221 mph on 10th lap)
Fastest GTU Lap: #82–Joe Varde (102.276 mph on 25th lap) (Record)

Laguna Seca Raceway / May 1, 1983

MONTEREY TRIPLE CROWN, MONTEREY, CALIF., 53 LAPS/100.7 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Al Holbert	14	Chevrolet March 83G	GT	53
2	4	Bob Tullius	44	Jaguar XJR-5	GT	53
3	3	Bobby Rahal	06	Ford Mustang Turbo	GT	52
4	7	Hurley Haywood	86	Porsche Lola T-600	GT	51
5	10	Diego Montoya	55	BMW M-1	GTO	49
6	11	Don Devendorf	83	Datsun ZX Turbo	GTO	49
7	24	Roberto Moreno	98	Toyota Celica	GTO	48
8	15	Billy Hagan	4	Chevrolet Camaro	GTO	48
9	12	Wayne Baker	9	Porsche 934	GTO	47
10	13	Bruno Beilcke	28	BMW M-1	GTO	47
11	23	Larry Park	79	Chevrolet Corvette	GTO	47
12	14	Chuck Kendall	11	BMW M-1	GTO	47
13	16	Casey Mollett	74	Datsun ZX	GTO	46
14	25	Frank Honsowetz	48	Datsun ZX	GTO	44
15	8	Geoff Brabham	6	Ford Mustang Turbo	GT	42
16	9	Kenper Miller	25	Porsche March 82G	GT	41
17	2	Chris Cord	41	Chevrolet Lola T-600	GT	24
18	22	Ron Blair	38	Chevrolet Corvette	GTO	20
19	6	Bob Lobenberg	45	Cosworth Mirage M12	GT	20
20	17	Mike Gassaway	88	Chevrolet Camaro	GTO	17
21	5	Gianpiero Moretti	30	Porsche March 83G	GT	14
22	18	Bob Copeman	49	Porsche Carrera	GTO	9
23	19	John Bauer	26	Ford Mustang	GTO	9
24	20	Walter Benson	89	Chevrolet Camaro	GTO	6
25	21	John Johnson	8	Porsche Carrera	GTO	2

Purse: $48,950
Winner's Share: $12,250
Time of Race: 56:31.498
Winning Speed: 106.891 mph (Record)
Margin of Victory: One minute, 8.004 seconds
Fastest GT Qualifier: #14–Al Holbert: 113.512 mph (1:00.258)
Fastest GTO Qualifier: #55–Diego Montoya: 93.787 mph (1:12.931)
Fastest GT Lap: #14–Al Holbert (111.364 mph on ninth lap) (Record)
Fastest GTO Lap: #83–Don Devendorf (99.81 mph on eighth lap)

Charlotte Motor Speedway / May 15, 1983

CHARLOTTE CAMEL GT 500 KILOMETER, CONCORD, N.C., 138 LAPS/310.5 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Al Holbert/Jim Trueman	14	Porsche March 83G	GT	138
2	6	David Cowart/Kenper Miller	25	Porsche March 82G	GT	136
3	2	Bob Tullius/Bill Adam	44	Jaguar XJR-5	GT	135
4	9	M.L. Speer/Ken Madren	24	Porsche Turbo	GT	134
5	8	Wayne Baker/Jim Mullen	9	Porsche 934	GTO	133
6	14	Diego Montoya/Fomfor	55	BMW M-1	GTO	133
7	11	Rick Knoop/John Morton	7	Mazda RX-7	GTO	132
8	12	Chester Vincentz/Dave White	91	Porsche 934	GTO	132
9	13	Boy Hayje/Wally Dallenbach Jr.	98	Toyota Celica	GTU	130
10	25	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	130
11	15	Bruno Beilcke/Ralf Rauh	28	BMW M-1	GTO	129
12	20	Joe Varde/Jack Baldwin	82	Mazda RX-7	GTU	127
13	19	Lloyd Frink/Ed Hinchliff	03	Chevrolet Corvette	GTO	126
14	18	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	126
15	30	Jack Lewis/John Ashford	87	Porsche Carrera	GTO	122
16	28	Al Leon/Wayne Pickering	35	Porsche Carrera	GTO	122
17	16	Deborah Gregg/Kathy Rude	58	Porsche 924 Carrera	GTU	121
18	39	Matt Gysler/Uli Bieri/Rudy Bartling	40	BMW M-1	GTO	118
19	32	Bob Speakman/Ted Schumacher	81	Datsun Z	GTU	114
20	31	Reed Kryder/Ron Christensen	57	Datsun ZX	GTU	110
21	3	Dale Whittington/Randy Lanier	88	Chevrolet March 83G	GT	106
22	40	Frank Rubino/David Leira	93	Mazda RX-7	GTU	102
23	35	Bruce Jones/Fred Apgar	94	Porsche 914/6	GTU	99
24	26	George Drolsom/Bill Johnson	34	Porsche 924 Carrera	GTU	96
25	5	John Gunn/Drake Olson	39	Chevrolet Phoenix	GT	95
26	39	Bill Miller/Jack Ries	43	Datsun Z	GTU	94
27	7	Bob Akin/John O'Steen	5	Porsche Turbo	GT	92
28	36	Duane Eitel	67	Mercury Capri	GTO	77
29	27	Al Bacon/Lance Van Every	17	Mazda RX-7	GTU	71
30	38	Tom Burdsall/Peter Welter	37	Mazda RX-7	GTU	69
31	17	Dennis Aase	99	Toyota Celica	GTU	47
32	23	Jim Miller	71	Datsun ZX	GTU	45
33	4	Gianpiero Moretti	30	Porsche March 83G	GT	42
34	33	James Hurley	80	Datsun Z	GTU	39
35	34	Bobby Diehl/Roy Newsome	08	Mazda RX-7	GTU	27
36	21	Jim Fitzgerald	83	Datsun ZX	GTU	25
37	24	Ford Smith	12	Chevrolet Corvette	GTO	21
38	10	Ken Murray	84	Chevrolet Camaro	GTO	14
39	37	Gary Wonzer	42	Porsche 911	GTU	13
40	22	Ron Coupland	64	Chevrolet Camaro	GTO	12

Purse: $81,450
Winners' Share: $17,250
Time of Race: 3:02:17.138
Winning Speed: 102.202 mph (Record)
Margin of Victory: Two laps, 2.501 seconds
Fastest GT Qualifier: #14–Al Holbert: 119.028 mph (1:08.051) (Record)
Fastest GTO Qualifier: #9–Wayne Baker: 109.041 mph (1:14.284)
Fastest GTU Qualifier: #98–Boy Hayje: 105.925 mph (1:16.489) (Record)
Fastest GT Lap: #14–Al Holbert (114.845 mph on first lap)
Fastest GTO Lap: #9–Wayne Baker (105.661 mph on 99th lap)
Fastest GTU Lap: #58–Kathy Rude (102.818 mph on 99th lap)

Lime Rock Park / May 30, 1983

COCA-COLA 500 CAMEL GT 3-HOUR, LIME ROCK, CONN., 174 LAPS/264.48 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	Bob Tullius/Bill Adam	44	Jaguar XJR-5	GT	174
2	5	Bob Akin/John O'Steen	5	Porsche Turbo	GT	173
3	20	Diego Montoya	55	BMW M-1	GTO	169
4	1	Al Holbert/Doc Bundy	14	Porsche March 83G	GT	169
5	10	Wayne Baker/Jim Mullen	9	Porsche 934	GTO	168
6	11	Rick Knoop/John Morton	7	Mazda RX-7	GTO	165
7	27	Bob Leitzinger/Logan Blackburn	95	Datsun ZX	GTU	163
8	28	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	163
9	26	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	160
10	22	George Drolsom/John Oates	34	Porsche 924 Carrera	GTU	160
11	23	Joe Varde/Jack Baldwin	82	Mazda RX-7	GTU	160
12	24	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTU	159
13	13	Bruno Beilcke/Richard Spenard	28	BMW M-1	GTO	159
14	6	Don Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	157
15	17	Fomfor	18	BMW M-1	GTO	154
16	21	George Alderman/Carson Baird	32	Datsun ZX	GTU	149
17	37	Paul Resnick/Ron Barnaba	77	Porsche 914/6	GTU	149
18	18	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	148
19	29	Wayne Darling/Fred Darling	02	Chevrolet Camaro	GTO	144
20	19	Ken Slagle/Rob Dyson	78	Pontiac Firebird	GT	144
21	25	Peter Dus	17	Chevrolet Corvette	GTO	138
22	9	Jack Miller/Mike Brummer/Drake Olson	21	Astin Martin Nimrod	GT	137
23	30	Ken Murray/Chris Doyle	84	Chevrolet Camaro	GTO	134
24	36	Bruce Jones/Fred Apgar	94	Porsche 914/6	GTU	132
25	31	Uli Bieri/Matt Gysler	40	BMW M-1	GTO	131
26	12	Bruce Jenner/John Bauer	26	Ford Mustang	GTO	97
27	33	Randy Pollock	71	Mazda RX-7	GTU	95
28	31	John Stevens	29	Toyota Celica	GTO	89
29	15	Boy Hayje/Wally Dallenbach Jr.	98	Toyota Celica	GTU	84
30	16	David Cowart/Kenper Miller	25	Porsche March 82G	GT	83
31	14	Dennis Aase/Roberto Moreno	99	Toyota Celica	GTU	79
32	8	Walt Bohren	72	Mazda GTP	GT	75
33	2	Hurley Haywood/Emory Donaldson	88	Chevrolet March 83G	GT	61
34	4	Gianpiero Moretti	30	Porsche March 83G	GT	19
35	35	Alan Howes	08	Porsche Carrera	GTO	17
36	34	Mike Oleyar	93	Chevrolet Corvette	GTO	2
37	7	Del Russo Taylor	74	Buick Chevron	GT	1

Purse: $64,550
Winners' Share: $12,500
Time of Race: 3:01:56.933
Winning Speed: 87.216 mph
Margin of Victory: One lap, 31.437 seconds
Fastest GT Qualifier: #14–Al Holbert: 109.926 mph (49.779)
Fastest GTO Qualifier: #83–Don Devendorf: 100.811 mph (54.28) (Record)
Fastest GTU Qualifier: #99–Dennis Aase: 98.045 mph (55.811) (Record)
Fastest GT Lap: #44–Bob Tullius (107.168 mph on 17th lap)
Fastest GTO Lap: #83–Don Devendorf (98.012 mph on 37th lap) (Record)
Fastest GTU Lap: #98–Boy Hayje (97.263 mph on 34th lap) (Record)

Mid-Ohio Sports Car Course / June 19, 1983

LUMBERMENS 6-HOUR CAMEL GT, LEXINGTON, OHIO, 212 LAPS/508.8 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Jim Trueman/Doc Bundy/Bobby Rahal	14	Chevrolet March 83G	GT	212
2	5	Bob Akin/John O'Steen	5	Porsche Turbo	GT	201
3	11	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	201
4	12	Chester Vincentz/Dave White	91	Porsche 934	GTO	199
5	20	Joe Varde/Jack Baldwin	82	Mazda RX-7	GTU	196
6	7	Gianpiero Moretti/Sarel Van Der Merwe	30	Porsche Turbo	GT	196
7	25	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	194
8	23	Roger Mandeville/Amos Johnson	28	Mazda RX-7	GTU	193
9	18	Ken Madren/M.L. Speer	24	Porsche Turbo	GT	193
10	35	Don Courtney/Brent O'Neill	61	Chevrolet Monza	GTO	191
11	32	Al Bacon/Jim Cook	17	Mazda RX-7	GTU	191
12	22	Werner Frank/Rick Borlase	03	Porsche 934	GTO	190
13	30	George Alderman/Carson Baird	32	Datsun ZX	GTU	190
14	26	George Drolsom/Kathy Rude	34	Porsche 924 Carrera	GTU	187
15	39	Al Leon/Wayne Pickering	35	Porsche Carrera	GTO	185
16	37	Earl Roe/Tim Selby	23	Porsche 914/6	GTU	185
17	28	Uli Bieri/Matt Gysler	40	BMW M-1	GTO	183
18	19	Wally Dallenbach Jr./Boy Hayje	98	Toyota Celica	GTU	179
19	16	Dennis Aase/Roberto Moreno	99	Toyota Celica	GTU	178
20	46	Phil Byrd/Richard Silver	96	Porsche Carrera	GTO	175
21	48	Bobby Diehl/Roy Newsome	08	Mazda RX-7	GTU	169
22	49	Frank Rubino/David Leira	93	Mazda RX-7	GTU	167
23	44	Tom Burdsall/Peter Welter/Paul Gilgan	37	Mazda RX-7	GTU	167
24	13	Wayne Baker/Jim Mullen/Kees Nierop	9	Porsche 934	GTO	166
25	40	Charles Morgan/Jim Miller	71	Datsun ZX	GTU	163
26	42	Reed Kryder/Art Leon	57	Datsun ZX	GTU	161
27	10	Drake Olson/Robert Overby	22	Astin Martin Nimrod	GT	149
28	17	Jack Miller/Mike Brummer/Carlos Ramirez	21	Astin Martin Nimrod	GT	149
29	8	David Cowart/Kenper Miller	25	Porsche March 82G	GT	141
30	45	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	136
31	3	Bob Tullius/Bill Adam	44	Jaguar XJR-5	GT	134
32	43	Bill Miller/Jack Ries/Carl Holbrook	43	Datsun Z	GTU	124
33	4	John Kalagian/John Mills	15	Chevrolet Lola T-600	GT	122
34	36	Jim Busby/Ron Grable	36	Porsche 924 Carrera	GTU	122
35	47	Terry Whitlock/Roger Schroer	65	Mazda Lola	GT	113
36	33	John Hulen/Ron Coupland	64	Porsche Carrera	GTO	108
37	6	Dale Whittington/Emory Donaldson	88	Chevrolet March 83	GT	105
38	15	Fomfor/Whitney Ganz	18	BMW M-1	GTO	87
39	14	Pete Halsmer	7	Mazda RX-7	GTO	75
40	31	Bob Leitzinger/Frank Honsowetz	95	Datsun ZX	GTU	70
41	21	Logan Blackburn/Elliott Forbes-Robinson	85	Datsun ZX	GTU	66
42	41	Ron Pawley/Don Marsh/Kelly Marsh	51	Mazda RX-7	GTU	62
43	24	Bill Wink/Tim Evans	56	Chevrolet Corvette	GTO	50
44	34	Del Russo Taylor	74	Buick Chevron	GT	38
45	2	Bob Lobenberg	45	Chevrolet Lola T-600	GT	37
46	29	Paul Canary	20	Pontiac Firebird	GTO	20
47	38	Bob Beasley	8	Porsche Carrera	GTO	12
48	50	George Phillips	29	Datsun Z	GTU	3
49	27	Bob Bergstrom	79	Porsche 924 Carrera	GTU	3
50	9	Don Devendorf	83	Datsun ZX Turbo	GTO	2

Purse: $106,850
Winner's Share: $24,750
Time of Race: 6:00:47.516
Winning Speed: 86.614 mph
Margin of Victory: 11 laps, 10.286 seconds
Fastest GT Qualifier: #14–Bobby Rahal: 102.076 mph (1:24.643) (Record)
Fastest GTO Qualifier: #83–Don Devendorf: 92.683 mph (1:31.252) (Record)

Fastest GTU Qualifier: #99–Dennis Aase: 91.036 mph (1:34.907) (Record)
Fastest GT Lap: #44–Bob Tullius (95.28 mph on 117th lap)
Fastest GTO Lap: #44–Gene Felton (90.462 mph on 145th lap)
Fastest GTU Lap: #99–Dennis Aase (88.271 mph on 102nd lap)

Daytona International Speedway / July 3, 1983

PAUL REVERE 250, DAYTONA BEACH, FLA., 65 LAPS/249.6 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Hurley Haywood/A.J. Foyt	6	Porsche Turbo	GT	65
2	11	Marty Hinze/Don Whittington	16	Chevrolet March 83G	GT	65
3	6	Bob Akin/John O'Steen	5	Porsche Turbo	GT	64
4	7	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	63
5	9	M.L. Speer/Wayne Pickering	24	Porsche Turbo	GT	63
6	3	John Gunn/Ricardo Londono	39	Chevrolet Phoenix	GT	63
7	10	Tico Almeida/Ernesto Soto	05	Ford Mustang	GTO	62
8	27	Diego Montoya/Fomfor	55	BMW M-1	GTO	61
9	22	Jim Downing	63	Mazda RX-7	GTU	60
10	25	Roger Mandeville	38	Mazda RX-7	GTU	60
11	8	John Carruso	48	Chevrolet Corvette	GTO	60
12	17	Nelson Silcox	26	Chevrolet Corvette	GTO	59
13	19	Tommy Riggins/Patty Moise	72	Chevrolet Monte Carlo	GT	59
14	16	Ford Smith	12	Chevrolet Corvette	GTO	57
15	13	Robert Gottfried/Jack Refenning	61	Porsche Turbo	GT	57
16	29	Al Bacon	17	Mazda RX-7	GTU	56
17	33	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	56
18	4	Wayne Baker/Jim Mullen	9	Porsche 934	GTO	56
19	32	Tom Burdsall/Peter Welter	37	Mazda RX-7	GTU	56
20	2	Emory Donaldson/Ken Murray	88	Chevrolet March 83G	GT	55
21	36	M.H. Schaefer/Ren Tilton	90	Porsche 911	GTU	55
22	37	Bob Speakman	81	Datsun Z	GTU	55
23	31	Jack Griffin/Paul Gilgan	35	Porsche Carrera	GTO	54
24	35	Al Levenson	06	Chevrolet Corvette	GTO	54
25	26	Charles Morgan	71	Datsun ZX	GTU	53
26	15	Lloyd Frink	03	Chevrolet Corvette	GTO	52
27	39	Loren McGee/Deborah McGee	10	Ferrari Daytona	GTO	49
28	20	Karl Keck/Bill McDill	33	Chevrolet Corvette	GTO	44
29	5	Don Devendorf	83	Datsun ZX Turbo	GTO	30
30	40	Gary Wonzer/Bill Bean	42	Porsche 911	GTU	27
31	14	Phil Currin	99	Chevrolet Corvette	GTO	23
32	43	Richard Burr	41	BMW 2002	GTU	23
33	23	D.G. Cummings/Greg Walker	2	Chevrolet Monza	GT	23
34	38	Bobby Diehl	08	Mazda RX-7	GTU	20
35	21	Logan Blackburn	85	Datsun ZX	GTU	15
36	24	Joe Varde	02	Mazda RX-7	GTU	13
37	41	John Bain	09	Chevrolet Camaro	GTO	13
38	30	William Wessel	40	Chevrolet Corvette	GTO	12
39	28	George Drolsom	34	Porsche 924 Carrera	GTU	9
40	34	Frank Rubino	93	Mazda RX-7	GTU	3
41	18	Mike Gassaway	89	Chevrolet Camaro	GTO	2
42	12	David Cowart	25	Porsche March 82G	GT	2
43	42	Skip Grenier	14	Mazda RX-2	GTU	1
44	44	Richard Kelley	62	Pontiac Firebird	GTO	1

Purse: $56,150
Winners' Share: $10,000
Time of Race: 2:05:53.11
Winning Speed: 118.966 mph
Margin of Victory: One minute, 28.66 seconds
Fastest GT Qualifier: #6–Hurley Haywood: 127.603 mph (1:48.336)
Fastest GTO Qualifier: #83–Don Devendorf: 123.65 mph (1:51.799)

Fastest GTU Qualifier: #85–Logan Blackburn: 112.693 mph (2:02.67)
Fastest GT Lap: #6–Hurley Haywood (127.228 mph on second lap)
Fastest GTO Lap: #83–Don Devendorf (122.196 mph on third lap) (Record)
Fastest GTU Lap: #85–Logan Blackburn (111.961 mph on fourth lap)

Brainerd International Raceway / July 10, 1983

PEPSI GRAND PRIX, BRAINERD, MINN., 104 LAPS/312 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Al Holbert/Jim Trueman	14	Porsche March 83G	GT	104
2	4	David Cowart/Kenper Miller	25	Chevrolet March 83G	GT	103
3	6	John Kalagian/John Mills	15	Chevrolet Lola T-600	GT	103
4	5	Bob Akin/Dennis Aase	5	Porsche Turbo	GT	102
5	9	Don Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	101
6	12	Fomfor	18	BMW M-1	GTO	99
7	16	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	97
8	17	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	95
9	18	Joe Varde/Jack Baldwin	82	Mazda RX-7	GTU	95
10	27	Wayne Baker/Bob Raub	9	Pontiac Firebird	GTO	95
11	13	Logan Blackburn	85	Datsun ZX	GTU	94
12	21	Uli Bieri/Matt Gysler	40	BMW M-1	GTO	93
13	11	Pete Halsmer/Rick Knoop	7	Mazda RX-7	GTO	90
14	24	Reed Kryder/Drake Olson	57	Datsun ZX	GTU	87
15	10	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	78
16	19	Steve Erickson/Don Courtney	61	Chevrolet Monza	GTO	76
17	23	David Miller/Jack Buchinger	16	Datsun Z	GTO	70
18	8	Greg Pusey/Kathy Rude	50	Porsche Turbo	GT	58
19	15	Diego Montoya	55	BMW M-1	GTO	56
20	3	Gianpiero Moretti/Desire Wilson	30	Porsche March 83G	GT	53
21	22	Robert Johnson/George Wilkie	13	Porsche 911	GTU	51
22	2	Bob Tullius	44	Jaguar XJR-5	GT	45
23	26	Jack Miller/Carlos Ramirez	21	Astin Martin Nimrod	GT	36
24	25	Bill Cammack	0	Datsun Z	GTU	24
25	20	George Drolsom	34	Porsche 924 Carrera	GTU	22
26	14	Paul Canary	20	Pontiac Firebird	GTO	13
27	7	Hurley Haywood	86	Porsche Lola T-600	GT	1

Purse: $56,800
Winners' Share: $12,250
Time of Race: 3:10:06.34
Winning Speed: 98.472 mph
Margin of Victory: One lap, 32.53 seconds
Fastest GT Qualifier: #14–Al Holbert: 117.977 mph (1:31.543)
Fastest GTO Qualifier: #83–Don Devendorf: 109.091 mph (1:39) (Record)
Fastest GTU Qualifier: #85–Logan Blackburn: 103.353 mph (1:44.496)
Fastest GT Lap: #14–Al Holbert (115.16 mph on fourth lap)
Fastest GTO Lap: #83–Don Devendorf (107.09 mph on second lap) (Record)
Fastest GTU Lap: #38–Roger Mandeville (101.57 mph on fourth lap)

Sears Point International Raceway / July 24, 1983

FORD CALIFORNIA CAMEL GT, SONOMA, CALIF., 106 LAPS/265 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Al Holbert/Jim Trueman	14	Porsche March 83G	GT	106
2	1	John Morton/Bob Lobenberg	45	Chevrolet Lola T-600	GT	106
3	4	John Kalagian/Rex Ramsey	15	Chevrolet Lola T-600	GT	105
4	6	David Cowart/Kenper Miller	25	Chevrolet March 83G	GT	105
5	8	Don Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	102
6	11	Pete Halsmer/Rick Knoop	7	Mazda RX-7	GTO	101
7	7	Gianpiero Moretti/Sarel Van Der Merwe	30	Porsche Turbo	GT	100
8	16	Wayne Baker/Jim Mullen	9	Porsche 934	GTO	99
9	14	Joe Varde/Jack Baldwin	82	Mazda RX-7	GTU	99
10	12	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	99
11	18	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	98
12	19	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	97
13	22	John Johnson/Walt Mass	8	Porsche 911	GTU	95
14	25	Brent Regan/Larry Chmura	70	Porsche 911	GTU	95
15	3	Bob Tullius/Bill Adam	44	Jaguar XJR-5	GT	94
16	15	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTU	94
17	26	Gary Nylander/Don Bell	81	Porsche 911	GTU	93
18	30	Gary Auberlen/Peter Jauker	08	Porsche 911	GTU	89
19	31	Nick Feodorhoff/Bernie Neumann	51	Porsche 911	GTU	78
20	28	Toivo Heinonen/Terry Visger	17	Mazda M10A	GTU	75
21	21	Terry Herman/Don Madsen	69	Porsche Carrera	GTO	65
22	24	Tom Alan Marx/Bill Follmer	31	Porsche Carrera	GTO	63
23	34	Ray McIntyre Jr.	91	Datsun ZX	GTU	62
24	32	Leo Weber/Wolfgang Nachsel	5	Lancia Scorpion	GTO	62
25	23	Henry Kauffman/Peter Brallier	21	Pontiac Firebird	GTO	43
26	27	Frank Honsowetz/Max Jones	48	Datsun ZX	GTU	43
27	5	Hurley Haywood	86	Porsche Lola T-600	GT	42
28	9	Doc Bundy	12	Chevrolet March 83G	GT	42
29	13	Fomfor	18	BMW M-1	GTO	33
30	17	Frank Search	0	Chevrolet Corvette	GTO	28
31	10	Chuck Kendall	11	BMW M-1	GTO	26
32	33	Jeff Kline	42	Mazda RX-7	GTU	24
33	29	Jerry Murch	90	Datsun Z	GTU	8
34	20	Bob Leitzinger	95	Datsun ZX	GTU	4

Purse: $61,950
Winner's Share: $14,750
Time of Race: 3:00:31.23
Winning Speed: 88.079 mph
Margin of Victory: One minute, 47.77 seconds
Fastest GT Qualifier: #45–Bob Lobenberg: 99.296 mph (1:30.638)
Fastest GTO Qualifier: #83–Don Devendorf: 89.963 mph (1:40.041) (Record)
Fastest GTU Qualifier: #82–Joe Varde: 86.075 (1:44.56) (Record)
Fastest GT Lap: #44–Bill Adam (95.258 mph on 24th lap)
Fastest GTO Lap: #4–Gene Felton (87.26 mph on fourth lap)
Fastest GTU Lap: #82–Joe Varde: (85.187 mph on fourth lap)

Portland International Raceway / July 31, 1983

G.I. JOE'S TOYOTA GRAND PRIX, PORTLAND, ORE., 152 LAPS/291.08 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Al Holbert	14	Porsche March 83G	GT	152
2	3	John Morton/Bob Lobenberg	45	Chevrolet Lola T-600	GT	152
3	10	Don Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	146
4	15	Fomfor/Diego Montoya	18	BMW M-1	GTO	145
5	11	Wayne Baker/Jim Mullen	9	Porsche 934	GTO	141
6	18	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	139
7	17	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTU	138
8	14	John Chamberlain/Jerry Pillar	76	Chevrolet Corvette	GT	138
9	26	Bob Leitzinger	96	Datsun ZX	GTU	138
10	22	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	135
11	23	Ray McIntyre/John Martin	91	Datsun ZX	GTU	133
12	30	Paul Lewis/Jeff Kline	42	Mazda RX-7	GTU	131
13	34	Parke Duff/John Gibson	64	Porsche Carrera	GTO	128
14	33	Tom Alan Marx/Bill Follmer	31	Porsche Carrera	GTO	128
15	28	Frank Honsowetz/Max Jones	48	Datsun ZX	GTU	127
16	36	Nick Feodorhoff/Bernie Neumann	51	Porsche 911	GTU	127
17	6	John Kalagian/Rex Ramsey	15	Chevrolet Lola T-600	GT	120
18	16	David Schroeder/Karl Durkheimer	54	Porsche Carrera	GTO	120
19	5	Bruce Leven/Hurley Haywood	86	Porsche Lola T-600	GT	117
20	20	Joe Varde/Rick Knoop	82	Mazda RX-7	GTU	115
21	38	Paul Davey/Boy Hayje	43	BMW M-1	GTO	107
22	8	Gianpiero Moretti/Sarel Van Der Merwe	30	Porsche Turbo	GT	96
23	35	Gary Auberlen/Peter Jauker	08	Porsche Carrera	GTO	90
24	1	Bob Tullius/Bill Adam	44	Jaguar XJR-5	GT	87
25	31	Toivo Heinonen/Terry Visger	17	Mazda M10A	GTU	79
26	32	Gary Nylander/Don Bell	81	Porsche 911	GTU	69
27	27	Peter Brallier	20	Pontiac Firebird	GTO	64
28	24	Charles Slover/John McDonald	19	Chevrolet RS Mark II	GT	63
29	9	Ralph Cooke/Jim Adams	10	Chevrolet Lola T-600	GT	61
30	19	Terry Herman	69	Porsche Carrera	GTO	61
31	4	Al Leon/Doc Bundy	12	Chevrolet March 83G	GT	60
32	25	Doug Taylor/Jim DuBois	92	Chevrolet Corvette	GTO	60
33	12	Billy Hagan	4	Chevrolet Corvette	GTO	47
34	7	Kenper Miller	25	Chevrolet March 83G	GT	43
35	13	Chuck Kendall	11	BMW M-1	GTO	32
36	29	Will Swope/Scott Taylor	66	Porsche 914/6	GTU	26
37	37	Jerry Murch	90	Datsun ZX	GTU	4
38	21	Mike Gillman	99	Toyota Celica	GTU	3

Purse: $61,675
Winners' Share: $14,750
Time of Race: 3:00:12.31
Winning Speed: 96.916 mph
Margin of Victory: 55.15 seconds
Fastest GT Qualifier: #44–Bob Tullius: 106.794 mph (1:04.554)
Fastest GTO Qualifier: #83–Don Devendorf: 99.488 mph (1:09.295) (Record)
Fastest GTU Qualifier: #79–Bob Bergstrom: 94.374 mph (1:13.05)
Fastest GT Lap: #44–Bob Tullius (104.708 mph on ninth lap)
Fastest GTO Lap: #83–Don Devendorf (97.058 mph on sixth lap)
Fastest GTU Lap: #79–Bob Bergstrom: (93.44 mph on 29th lap) (Record)

Mosport Park / August 14, 1983

LABATT'S GT, BOWMANVILLE, ONT., 224 LAPS/551.04 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Bob Tullius/Bill Adam	44	Jaguar XJR-5	GT	225
2	4	David Coward/Kenper Miller	25	Chevrolet March 83G	GT	225
3	12	Rick Knoop/John Morton	7	Mazda RX-7	GTO	212
4	17	Craig Allen/George Schwartz	9	Pontiac Firebird	GTO	206
5	16	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	206
6	19	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	204
7	2	Al Holbert/Jim Trueman	14	Porsche March 83G	GT	201
8	23	Tim Selby/Earl Roe	23	Porsche 914/6	GTO	200
9	6	M.L. Speer/Ken Madren/Wayne Pickering	24	Porsche Turbo	GT	199
10	10	John Graham/Hurley Haywood/Eddie Wachs	6	Porsche Turbo	GT	196
11	24	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	195
12	5	Bob Akin/John O'Steen/Dennis Aase	5	Porsche Turbo	GT	191
13	7	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	184
14	22	Bob Hefner/Jack Griffin/Wayne Baker	35	Porsche Carrera	GTO	179
15	15	Joe Varde/Jeff Kline	82	Mazda RX-7	GTU	178
16	8	Ludwig Heimrath Sr./Ludwig Heimrath Jr.	07	Porsche 934	GTO	161
17	27	Paul Resnick/Ronald Barnaba/Steve Zwiren	77	Porsche 914/6	GTU	157
18	26	Peter Bulkowski/Drew Fesar/Steve Lechnowski	8	Triumph TR-8	GTO	128
19	21	George Drolsom/John Jones	34	Porsche 924 Carrera	GTU	110
20	9	Paul Canary/Eppie Wietzes	20	Pontiac Firebird	GTO	109
21	20	Fritz Hochreuter/Ray Brezinka	83	Porsche 911	GTU	109
22	11	Fomfor/Diego Montoya	18	BMW M-1	GTO	105
23	28	Phil Byrd/Richard Silver	96	Porsche Carrera	GTO	100
24	25	Bruce Jones/Fred Apgar	94	Porsche 914/6	GTU	66
25	14	Bob Bergstrom	79	Porsche 924 Carrera	GTU	63
26	13	Uli Bieri/Matt Gysler	40	BMW M-1	GTO	61
27	30	Chris Dembs	15	Mazda RX-7	GTU	13
28	18	Carson Baird	32	Datsun ZX	GTU	6
29	29	Chester Vincentz	91	Porsche 934	GTO	3
30	3	Peter Lockhart	88	Chevrolet March 83G	GT	1

Purse: $89,250
Winners' Share: $20,000
Time of Race: 6:00:16.429
Winning Speed: 91.77 mph
Margin of Victory: One minute, 9.024 seconds
Fastest GT Qualifier: #14–Al Holbert: 114.73 mph (1:17.19) (Record)
Fastest GTO Qualifier: #44–Gene Felton: 102.864 mph (1:26.094) (Record)
Fastest GTU Qualifier: #79–Bob Bergstrom: 97.833 mph (1:30.522)
Fastest GT Lap: #14–Al Holbert (111.988 mph on 51st lap) (Record)
Fastest GTO Lap: #07–Ludwig Heimrath Sr. (101.781 mph on 42nd lap)
Fastest GTU Lap: #38–Roger Mandeville (96.083 mph on 45th lap)

Road America / August 21, 1983

BUDWEISER 500, ELKHART LAKE, WIS., 115 LAPS/460 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Klaus Ludwig/Tim Coconis	06	Ford Mustang GTP	GT	115
2	8	Don Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	113
3	5	Bobby Rahal/Geoff Brabham	6	Ford Mustang GTP	GT	113
4	17	Paul Canary/Eppie Wietzes	20	Pontiac Firebird	GTO	108
5	20	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	107
6	19	Rob Dyson/Ken Slagle	78	Pontiac Firebird	GTO	107
7	23	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	107
8	4	John Morton/Bob Lobenberg	45	Chevrolet Lola T-600	GT	107
9	24	Joe Varde/Jeff Kline	82	Mazda RX-7	GTU	107
10	6	John Kalagian/John Mills	15	Chevrolet Lola T-600	GT	106
11	22	Diego Montoya/Fomfor	55	BMW M-1	GTO	106
12	11	John Gunn/Gary Belcher	39	Chevrolet Phoenix	GT	104
13	26	Al Bacon/Lance Van Every	17	Mazda RX-7	GTU	102
14	32	Earl Roe/Tom Selby	23	Porsche 914/6	GTU	101
15	1	Al Holbert/Jim Trueman	14	Porsche March 83G	GT	101
16	13	Bruce Leven/Jim Adams	86	Porsche Lola T-600	GT	101
17	30	George Drolsom/Deborah Gregg	34	Porsche 924 Carrera	GTU	99
18	9	Wayne Baker/Jim Mullen/Kees Nierop	9	Porsche 934	GTO	98
19	45	Reed Kryder/Drake Olson	57	Datsun ZX	GTU	97
20	37	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	96
21	39	Frank Rubino/Roy Newsome	93	Mazda RX-7	GTU	95
22	40	Phil Byrd/Richard Silver	96	Porsche Carrera	GTO	93
23	33	Daniel Schott/Stephen Schmidt	49	Chevrolet Corvette	GTO	91
24	42	Mark Altman/Gary Altman	2	Porsche 911	GTU	90
25	43	Richard Graves/Alice Graves	3	Porsche 914/6	GTU	87
26	35	John Hulen/Ron Coupland	64	Porsche Carrera	GTO	86
27	28	Terry Farber/Steve Gentile	21	Chevrolet Corvette	GTO	83
28	34	Bob Johnson/George Wilkie	13	Porsche 911	GTU	80
29	48	Ron Case/John Rynerson	30	Porsche 911	GTU	77
30	12	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	77
31	29	Jack Griffin/Bobby Hefner	35	Porsche Carrera	GTO	73
32	27	Mike Gillman/Scott Gillman	98	Toyota Celica	GTU	65
33	3	John Paul Jr./Preston Henn	1	Porsche Turbo	GT	63
34	47	Robert Overby/Don Bell	26	Buick Regal	GT	58
35	46	Charles Morgan/Jim Miller	71	Datsun ZX	GTU	58
36	44	Rick Borlase/Werner Frank	56	Porsche 934	GTO	53
37	41	George Phillips/Tim Toomey	29	Datsun Z	GTU	36
38	18	Logan Blackburn	85	Datsun ZX	GTU	33
39	25	Richard Anderson/Bard Boand	75	Chevrolet Corvette	GTO	33
40	38	Lloyd Frink/Dave Barnett	03	Chevrolet Corvette	GTO	31
41	7	Kenper Miller	25	Chevrolet March 83G	GT	29
42	15	Bob Akin	5	Porsche Turbo	GT	25
43	14	Dave Watson	37	Pontiac Firebird	GTO	16
44	10	Al Leon/Art Leon	12	Chevrolet March 83G	GT	12
45	31	Paul Davey	43	BMW M-1	GTO	8
46	36	Rusty Schmidt	41	Chevrolet Corvette	GTO	7
47	16	Pete Halsmer	7	Mazda RX-7	GTO	6
48	21	Ken Madren	24	Porsche Turbo	GT	5

Purse: $86,200
Winners' Share: $16,200
Time of Race: 4:48:36.33
Winning Speed: 95.621 mph
Margin of Victory: Two laps, 1.17 seconds
Fastest GT Qualifier: #14–Al Holbert: 110.813 mph (2:09.949)
Fastest GTO Qualifier: #83–Don Devendorf: 103.6 mph (2:18.996)
Fastest GTU Qualifier: #85–Logan Blackburn: 97.212 mph (2:28.13)
Fastest GT Lap: #45–Bob Lobenberg (109.431 mph on 84th lap)
Fastest GTO Lap: #9–Wayne Baker (102.967 mph on 24th lap)
Fastest GTU Lap: #85–Logan Blackburn (95.859 mph on 26th lap)

Pocono International Raceway / September 11, 1983

POCONO CAMEL GT 500, LONG POND, PA., 179 LAPS/501.2 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Bob Tullius/Doc Bundy	44	Jaguar XJR-5	GT	179
2	7	Gianpiero Moretti/Sarel Van Der Merwe	30	Porsche Turbo	GT	176
3	9	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	172
4	8	Bob Akin/John O'Steen	5	Porsche Turbo	GT	171
5	12	Fomfor/Drake Olson	18	BMW M-1	GTO	169
6	19	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	163
7	18	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTU	162
8	28	George Alderman/Carson Baird	32	Datsun ZX	GTU	162
9	10	Don Devendorf/Tony Adamowicz	83	Datsun ZX Turbo	GTO	160
10	15	Chester Vincentz/Jim Mullen	91	Porsche 934	GTO	159
11	24	Uli Bieri/Matt Gysler	40	BMW M-1	GTO	158
12	29	John Hulen/Ron Coupland	64	Porsche Carrera	GTO	150
13	37	George Hulse/Michael DeFontes	72	Porsche Carrera	GTO	148
14	16	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	145
15	17	Pierre Honegger/Walt Bohren	77	Mazda GTP	GT	143
16	43	Chris Dembs/Mike Brummer	75	Mazda RX-7	GTU	143
17	39	Richard Graves/Alice Graves	3	Porsche 914/6	GTU	142
18	31	Frank Rubino/David Leira	93	Mazda RX-7	GTU	142
19	34	Dave Horchler/Don Erickson	87	Chevrolet Corvette	GTO	133
20	21	Mike Gillman/Scott Gillman	98	Toyota Celica	GTU	125
21	36	Fred Apgar/Bruce Jones	94	Porsche 914/6	GTU	121
22	20	John Morton/Rick Knoop	7	Mazda RX-7	GTO	120
23	35	Javier Garcia/Eddie Mecum Jr.	20	Pontiac Firebird	GTO	109
24	30	Paul Davey/Joe Varde	43	BMW M-1	GTO	104
25	5	David Cowart/Kenper Miller	25	Chevrolet March 83G	GT	95
26	4	John Kalagian/John Lloyd	15	Chevrolet Lola T-600	GT	89
27	14	Diego Montoya/Garth Ullom	55	BMW M-1	GTO	86
28	13	Jack Miller/Carlos Ramirez	19	Astin Martin Nimrod	GT	81
29	32	Paul Resnick/Ron Barnaba/Steve Zwiren	17	Porsche 914/6	GTU	78
30	22	John Huber/Steve Potter	41	Chevrolet Camaro	GTO	77
31	25	Bob Leitzinger/Bob Criss	95	Datsun ZX	GTU	74
32	38	Phil Byrd/Richard Silver	96	Porsche Carrera	GTO	72
33	33	Mark Altman/Gary Altman	42	Porsche 911	GTU	66
34	41	Bobby Diehl	08	Mazda RX-7	GTU	52
35	6	Geoff Brabham/Klaus Ludwig	2	Ford Mustang GTP	GT	49
36	2	Al Holbert/Dennis Aase	14	Porsche March 83G	GT	49
37	11	Rob Dyson/Ken Slagle	78	Pontiac Firebird	GTO	45
38	27	Bob Speakman	81	Datsun Z	GTU	45
39	26	George Drolsom	34	Porsche 924 Carrera	GTU	36
40	23	Jim Miller	71	Datsun ZX	GTU	30
41	40	Michael Oleyar	9	Chevrolet Corvette	GTO	11
42	3	Klaus Ludwig	06	Ford Mustang GTP	GT	8
43	42	Bill Miller	48	Datsun Z	GTU	8

Purse: $64,400
Winners' Share: $15,000
Time of Race: 4:52:01.547
Winning Speed: 102.977 mph
Margin of Victory: Three laps, one minute, 25.299 seconds
Fastest GT Qualifier: #44–Bob Tullius: 118.823 mph (1:24.832)
Fastest GTO Qualifier: #4–Gene Felton: 111.175 mph (1:30.668) (Record)
Fastest GTU Qualifier: #38–Roger Mandeville: 102.382 mph (1:38.455)
Fastest GT Lap: #14–Al Holbert (115.716 mph on second lap)
Fastest GTO Lap: #83–Tony Adamowicz (109.446 mph on 109th lap) (Record)
Fastest GTU Lap: #38–Amos Johnson (103.406 mph on 63rd lap) (Record)

Daytona International Speedway / November 27, 1983

EASTERN AIRLINES 3-HOUR CAMEL GT, DAYTONA BEACH, FLA., 91 LAPS/349.44 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Al Holbert/Jim Trueman	14	Porsche March 83G	GT	91
2	3	Bob Akin/John O'Steen	5	Porsche Turbo	GT	91
3	5	John Kalagian/John Lloyd	15	Chevrolet Lola T-600	GT	90
4	8	David Cowart/Kenper Miller	25	Chevrolet March 83G	GT	89
5	19	Tico Almeida/Miguel Morejon	05	Porsche Turbo	GT	87
6	9	M.L. Speer/Ken Madren	3	Buick March 84G	GT	87
7	11	Gianpiero Moretti/Sarel Van Der Merwe	30	Porsche Turbo	GT	87
8	24	Jack Miller/Carlos Ramirez	19	Astin Martin Nimrod	GT	84
9	23	Fomfor	18	BMW M-1	GTO	84
10	29	Robert Overby	28	Buick Regal	GT	83
11	21	John Carruso/Phil Currin	48	Chevrolet Corvette	GTO	83
12	10	Al Leon/Art Leon	2	Chevrolet March 84G	GT	83
13	41	John Schneider/Bruce Leven	87	Porsche 924 Carrera	GTU	82
14	12	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	82
15	13	Marty Hinze/Don Whittington	16	Chevrolet March 83G	GT	82
16	42	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTU	81
17	27	Deborah Gregg/Elliott Forbes-Robinson	58	Porsche 924 Carrera	GTU	81
18	35	Bard Boand/Richard Anderson	75	Chevrolet Corvette	GTO	81
19	39	George Alderman/Lew Price	32	Datsun ZX	GTU	81
20	50	Tom Burdsall/Peter Welter	37	Mazda RX-7	GTU	81
21	57	Jack Griffin/Chris Price	35	Porsche Carrera	GTO	79
22	43	Al Bacon	17	Mazda RX-7	GTU	78
23	54	Brian Utt/Mitch Bender	46	Chevrolet Corvette	GTO	78
24	31	Karl Keck/Bill McDill	33	Chevrolet Corvette	GTO	78
25	56	Don Marsh/Ron Pawley/Kelly Marsh	96	Mazda RX-7	GTU	78
26	37	Roy Newsome/Jose Iturbide/Russ Boy	91	Pontiac Firebird	GTO	77
27	61	George Hulse	82	Porsche Carrera	GTO	77
28	52	M.H. Shaefer/Tom Sheehy	90	Porsche 911	GTU	77
29	4	A.J. Foyt/Bill Adam	6	Porsche Turbo	GT	75
30	6	Wayne Baker/Tom Blackaller/Jim Mullen	9	Porsche Turbo	GT	75
31	47	Tommy Morrison/Jim Cook	60	Mazda RX-7	GTU	75
32	36	Dick Greer/Ed Pimm	92	Mazda RX-7	GTU	74
33	66	John Hofstra/George Shafer	69	Porsche 911	GTU	74
34	49	Al Levenson/Ted Borkowski	86	Chevrolet Corvette	GTO	73
35	59	Carson Hurley/Robert Kahn	80	Datsun Z	GTU	73
36	58	Richard Lloyd/John Oates	85	Porsche 924 Carrera	GTU	72
37	40	Brent O'Neill/Lyn St. James	01	Mercury Capri	GTO	72
38	44	Edward Mecum Sr./Edward Mecum Jr.	20	Pontiac Firebird	GTO	71
39	28	Scott Shadel/Michael Duncan	29	Chevrolet Camaro	GTO	70
40	53	John Rynerson/Chris Wilder	68	Porsche 911	GTU	70
41	48	Bob Speakman	81	Datsun Z	GTU	70
42	63	Richard Graves/Alice Graves	36	Porsche 914/6	GTU	69
43	17	Randy Lanier/Joe Varde	23	Porsche Turbo	GT	65
44	15	Ludwig Heimrath Sr./Ludwig Heimrath Jr.	07	Porsche 934	GTO	65
45	25	Pierre Honegger/David Loring	77	Mazda GTP	GT	64
46	55	Nort Northam/Ed Kuhel	31	Chevrolet Camaro	GTO	62
47	65	Ron Case/Craig Case	00	Porsche 911	GTU	58
48	64	Gary Brown/Sam Flippo	03	Porsche 911	GTU	56
49	2	Bobby Rahal/Klaus Ludwig	06	Ford Mustang GTP	GT	53
50	68	Reed Kryder/David Weitzenhof	57	Datsun ZX	GTU	49
51	34	Jim Downing/John Maffucci	63	Mazda RX-7	GTU	40
52	32	John Huber/Hugo Gralia	41	Chevrolet Camaro	GTO	39
53	45	Lance Van Every/Ash Tisdelle	09	Porsche Carrera	GTO	38
54	46	Sam Moses	44	Oldsmobile Cutlass	GT	36
55	62	Jim Fowells	27	Mazda RX-7	GTU	34
56	67	Andy Swett	94	Datsun Z	GTU	30
57	16	Tommy Riggins	72	Chevrolet Camaro	GTO	22
58	51	Mike Gassaway	83	Chevrolet Camaro	GTO	17

59	20	Tom Nehl	26	Chevrolet Corvette	GTO	15
60	60	Frank Rubino	13	Mazda RX-7	GTU	14
61	7	John Gunn	8	Chevrolet Walrus	GT	13
62	18	Jack Newsum	21	Pontiac Firebird	GTO	11
63	22	Roger Bighouse	47	Chevrolet Corvette	GTO	10
64	30	Uli Bieri	40	BMW M-1	GTO	7
65	33	George Drolsom	34	Porsche 924 Carrera	GTU	7
66	26	George Schwarz	22	Pontiac Firebird	GTO	6
67	14	Ken Murray	88	Chevrolet March 83G	GT	3
68	38	Joe Gonzalez	51	Chevrolet Camaro	GTO	2

Purse: $55,925
Winners' Share: $12,250
Time of Race: 3:01:25.84
Winning Speed: 115.562 mph
Margin of Victory: One minute, 49.97 seconds
Fastest GT Qualifier: #14–Al Holbert: 134.517 mph (1:42.768)
Fastest GTO Qualifier: #4–Gene Felton: 124.777 mph (1:50.79)
Fastest GTU Qualifier: #58–Elliott Forbes-Robinson: 117.034 mph (1:58.12) (Record)
Fastest GT Lap: #06–Klaus Ludwig (127.575 mph on 20th lap)
Fastest GTO Lap: #4–Gene Felton (120.636 mph on 45th lap)
Fastest GTU Lap: #58–Elliott Forbes-Robinson (111.662 mph on 14th lap)

1983 Champions and Award Winners

GT Champion: Al Holbert
Chassis Champion: March
Engine Champion: Porsche
Technician of the Year: Albert Naon
Most Improved Driver: John Maffucci

Daytona International Speedway / February 4-5, 1984

SUN BANK 24 AT DAYTONA, DAYTONA BEACH, FLA., 640 LAPS/2,476.8 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Sarel Van Der Merwe/Tony Martin/Graham Duxbury	00	Porsche March	GT	640
2	4	A.J. Foyt/Bob Wollek/Derek Bell	6	Porsche Turbo	GT	631
3	3	Bob Tullius/David Hobbs/Doc Bundy	44	Jaguar XJR-5	GT	612
4	14	Bruce Leven/Hurley Haywood/Al Holbert/Claude Ballot-Lena	86	Porsche Turbo	GT	604
5	12	Wayne Baker/Jim Mullen/Tom Blackaller	9	Porsche Turbo	GT	602
6	15	Billy Hagan/Terry Labonte/Gene Felton	4	Chevrolet Camaro	GTO	588
7	26	John Cooper/Bob Evans/Paul Smith	29	Aston Martin Cpr	GT	587
8	8	Al Leon/Art Leon/Terry Wolters	2	Chevrolet March	GT	580
9	29	Jim Downing/John Maffucci/Whitney Ganz	63	Mazda Argo	GT	579
10	58	Lance Van Every/Ash Tisdelle	09	Porsche Carrera	GTO	579
11	10	John Morton/Bob Lobenberg/Tony Garcia	45	Chevrolet Lola	GT	578
12	47	Jack Baldwin/Ira Young/Robert Reed/Jim Cook	76	Mazda RX-7	GTU	574
13	73	Rusty Bond/Blake Pridgen/Ren Tilton	7	Porsche 911	GTU	571
14	37	Roger Mandeville/Amos Johnson/Danny Smith	38	Mazda RX-7	GTO	569
15	72	Richard Attwood/Vic Elford/Howard Meister/Bob Hagestad	92	Porsche 928S	GTO	569
16	7	Ray Mallock/Drake Olson/John Shelden	28	Astin Martin Nimrod	GT	562
17	28	Pete Halsmer/Dieter Quester/Ron Grable/Rick Knoop	68	Mazda Lola T616	GT	562
18	46	Jack Dunham/Jeff Kline/Paul Lewis	66	Mazda RX-7	GTU	553
19	20	Bobby Hefner/Jack Griffin/Hugo Gralia	24	Porsche Turbo	GT	547
20	44	Lee Mueller/Terry Visger/John Casey	82	Mazda RX-7	GTU	542
21	43	John Schneider/Elliott Forbes-Robinson/Ken Williams	87	Porsche 924 Carrera	GTU	529
22	25	Fomfor/Albert Naon/Diego Montoya	18	BMW Sauber	GT	509
23	81	Don Herman/Mark Brianard/Rick Stevens	55	Mazda RX-7	GTU	494
24	6	Brian Redman/Bill Adam/Pat Bedard	04	Jaguar XJR-5	GT	481
25	39	Paul Davey/Brian Goellnicht/Diego Montoya	43	BMW M-1	GTO	477
26	24	Tico Almeida/Miguel Morejon/Fernando Garcia	85	Porsche Turbo	GT	470
27	77	Paul Gilgan/Margi Smith-Haas/John Zouzeika	35	Porsche Carrera	GTO	463
28	63	Peter Welter/Nort Northam/Tom Burdsall	37	Mazda RX-7	GTU	433
29	35	Kim Mason/Herb Adams/Jerry Thompson	03	Chevrolet Monza	GT	432
30	69	George Alderman/Carson Baird/Lew Price	32	Datsun ZX	GTU	409
31	17	Jim Busby/Boy Hayje/Rick Knoop	67	Mazda Lola T616	GT	391
32	56	Uli Bieri/Matt Gysler/Angelo Pallavicini	40	BMW M-1	GTO	384
33	80	George Hulse/Mike DeFontes/Pat Lott/Jerry Kennedy	01	Porsche Carrera	GTO	356
34	36	Don Courtney/Brent O'Neill/Luis Sereix	61	Chevrolet Monza	GTO	336
35	70	Steve Cohen/William Gelles/Mike Brummer	02	Porsche Carrera	GTO	330
36	52	Al Bacon/Charles Guest/Dennis Krueger	17	Mazda RX-7	GTU	326
37	82	Jim Fowells/Ray Mummery/Steve Potter	27	Mazda RX-7	GTU	324
38	68	Gary Baker/Sterling Marlin	77	Chevrolet Corvette	GTO	316
39	55	Chris Cord/Jim Adams	99	Toyota Celica	GTU	292
40	19	George Schwarz/Craig Allen/Richard Spenard	22	Pontiac Firebird	GTO	290
41	41	Frank Jellinek/Paul Fassler/Jerry Molnar	46	Pontiac Firebird	GTO	271
42	31	Tom Nehl/Nelson Silcox/Jerry Hansen	26	Chevrolet Corvette	GTO	270
43	78	M.H. Schaefer/Jeff Andretti/Nick Nicholson/Jack Refenning	90	Porsche 911	GTU	258
44	32	Robert Overby/Don Bell/Charles Pelz	53	Pontiac Firebird	GTO	245
45	33	Bob Gregg/Bob Young/Joe Varde	75	Chevrolet Camaro	GTO	245
46	59	Rusty Schmidt/Scott Schmidt/Max Schmidt	41	Chevrolet Corvette	GTO	245
47	27	Steve Shelton/Tom Shelton	97	Ferrari 512BB	GT	242
48	42	Tom Winters/Bob Bergstrom/Innes Ireland	79	Porsche 924 Carrera	GTU	236
49	23	Jack Miller/Carlos Ramirez/Vicki Smith	19	Astin Martin Nimrod	GT	235
50	18	Joe Ruttman/Tim Richmond/Mike Laws/Don Schoenfield	11	Chevrolet Camaro	GT	227
51	67	Bob Beasley/Jack Lewis/John Ashford	8	Porsche Carrera	GTO	220
52	66	Chris Wilder/Buzz McCall/Dennis DeFranceschi	51	Porsche 911	GTU	212
53	74	Bob Copeman/Jerry Jolly/Bruce Redding	54	Porsche Carrera	GTO	197
54	38	Pierre Honnegger/David Loring/Dave Weitzenhof	70	Mazda GTP	GT	187
55	13	Ken Madren/M.L. Speer/Wayne Pickering	3	Buick March	GT	186
56	9	Bob Akin/John O'Steen/Bobby Rahal	5	Porsche Turbo	GT	181
57	62	Kikos Fonseca/Carlos Fallas/Jamsal	85	Porsche Carrera	GTO	179
58	57	Dave White/Jerry Kendall/Bill Johnson	10	Porsche 924 Carrera	GTU	162
59	71	Tommy Morrison/Jim Cook/Tony Swan	60	Mazda RX-7	GTU	162
60	75	Dale Kreider/Luis Sereix/Roy Newsome/Bobby Diehl	39	Chevrolet Corvette	GTO	157
61	49	Clark Howey/David Crabtree/Tracy Wolf	73	Chevrolet Camaro	GTO	150
62	34	Billy Dingman/Walt Bohren/Roger Bighouse	47	Chevrolet Corvette	GTO	135
63	5	Marty Hinze/Randy Lanier/Bill Whittington	16	Chevrolet March	GT	131
64	64	Don Marsh/Ron Pawley/Kelly Marsh	93	Mazda RX-7	GTU	129
65	45	Diego Febles/Tato Ferrer	57	Porsche Carrera	GTO	127
66	1	Mario Andretti/Michael Andretti	1	Porsche 962	GT	127
67	21	Tommy Riggins/Les Delano/Andy Petery	72	Chevrolet Camaro	GTO	126
68	40	Jack Newsum/Mike Field/Rob McFarlin	21	Pontiac Firebird	GTO	118
69	48	Alfredo Mena/Deborah Gregg/Jim Trueman	58	Porsche 924 Carrera	GTU	110
70	22	Ludwig Heimrath Sr./Ludwig Heimrath Jr.	07	Porsche Turbo	GT	90
71	30	Brian Utt/Bard Boand/Mitch Bender/Phil Currin	49	Chevrolet Corvette	GTO	66
72	50	Paul Canary/Jim Sanborn/Victor Gonzalez	20	Chevrolet Corvette	GTO	64
73	15	David Cowart/Kenper Miller/Mauricio DeNarvaez	25	Chevrolet March	GT	60
74	54	William Gardner/Ronnie Sanders/James Durovy	94	Pontiac Firebird	GTO	52
75	51	Ken Murray/Dick Valentine/Bob Barnett	88	Chevrolet Camaro	GTO	51
76	60	Wally Dallenbach Jr./Michael Chandler/Dennis Aase	98	Toyota Celica	GTU	49
77	61	Del Russo Taylor/Larry Figaro	91	Pontiac Firebird	GTO	38
78	65	Karl Keck/William Wessel/Allan Chastain	33	Chevrolet Corvette	GTO	38
79	11	John Kalagian	15	Chevrolet Lola	GT	27
80	76	Frank Carney	23	Datsun 200SX	GTU	25
81	53	Clay Young	84	Pontiac Fiero	GTU	19
82	79	Frank Rubino	13	Mazda RX-7	GTU	17

Purse: $151,975
Winners' Share: $37,250
Time of Race: 24:01:7.53
Winning Speed: 103.119 mph (Record)
Margin of Victory: Nine laps, 5.83 seconds
Fastest GT Qualifier: #1–Mario Andretti: 125.526 mph (1:50.989) (Record)
Fastest GTO Qualifier: #4–Gene Felton: 115.636 mph (2:00.481) (Record)
Fastest GTU Qualifier: #79–Bob Bergstrom: 106.284 mph (2:11.083) (Record)
Fastest GT Lap: #04–Brian Redman (118.708 mph on 208th lap) (Record)
Fastest GTO Lap: #4–Gene Felton (111.987 mph on 407th lap) (Record)
Fastest GTU Lap: #87–Elliott Forbes-Robinson (104.511 mph on 32nd lap) (Record)

Miami Grand Prix Street/Road Circuit / February 26, 1984

BUDWEISER GRAND PRIX OF MIAMI, MIAMI, FLA., 118 LAPS/218.38 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	4	Brian Redman/Doc Bundy	04	Jaguar XJR-5	GT	118
2	8	Bob Tullius/Pat Bedard	44	Jaguar XJR-5	GT	118
3	14	John Morton/Bob Lobenberg	45	Chevrolet Lola	GT	117
4	10	A.J. Foyt/Bob Wollek	6	Porsche Turbo	GT	115
5	11	Pete Halsmer/Boy Hayje	68	Mazda Lola T616	GT	114
6	19	Jim Busby/Rick Knoop	67	Mazda Lola T616	GT	114
7	15	John Kalagian/John Lloyd	15	Chevrolet Lola	GT	113
8	6	Sarel Van Der Merwe/Tony Martin	00	Porsche March	GT	112
9	20	David Cowart/Kenper Miller	25	Chevrolet March	GT	112
10	22	Albert Naon/Fomfor/Willy Valiente	18	BMW Sauber	GT	111
11	18	Hurley Haywood/Claude Ballot-Lena	86	Porsche Turbo	GT	109
12	21	Juan Fangio/Hugo Gralia	24	Porsche Turbo	GT	109
13	29	Ray McIntyre/John Martin	50	Chevrolet Corvette GTP	GT	105
14	17	Wayne Baker/Tom Blackaller	9	Porsche Turbo	GT	103
15	28	Al Leon/Art Leon	2	Chevrolet March	GT	98
16	3	Gianpiero Moretti/Oscar Larrauri	30	Ford Momo	GT	96
17	9	Chuck Kendall/Jim Cook	11	Chevrolet Lola	GT	96
18	1	Emerson Fittipaldi/Tony Garcia	84	Chevrolet March	GT	90
19	26	Don Courtney/Brent O'Neill	61	Cosworth Argo	GT	62
20	25	Jack Miller/Carlos Ramirez	19	Astin Martin Nimrod	GT	58
21	24	Mauricio DeNarvaez/Hans Heyer	46	Porsche Turbo	GT	54
22	16	Bob Akin/John O'Steen	5	Porsche Turbo	GT	37
23	5	John Gunn/Justin Revene	31	Chevrolet Phoenix	GT	37
24	7	Bill Whittington/Dale Whittington	88	Chevrolet March	GT	33
25	2	Klaus Ludwig	7	Ford Mustang GTP	GT	31
26	23	Jim Downing	63	Mazda Argo	GT	24
27	12	Al Holbert	14	Porsche Turbo	GT	20
28	13	Jean Rondeau	4	Chevrolet Rondeau	GT	16
29	27	Tico Almeida	05	Porsche Lola	GT	0
30	30	Emilio de Villota	03	Porsche Grid	GT	0

Purse: $126,450
Winners' Share: $50,000
Time of Race: 3:00:21.34
Winning Speed: 72.263 mph (Record)
Margin of Victory: One minute, 21.29 seconds
Fastest Qualifier: #84–Emerson Fittipaldi: 78.501 mph (1:24.84)
Fastest Lap: #44–Bob Tullius (79.095 mph on 13th lap) (Record)

Sebring International Raceway / March 24, 1984

COCA-COLA 12 HOURS OF SEBRING, SEBRING, FLA., 263 LAPS/1,278.18 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	16	Mauricio DeNarvaez/Hans Heyer/Stephan Johansson	48	Porsche Turbo	GT	263
2	64	Randy Lanier/Bill Whittington/Marty Hinze	57	Chevrolet March	GT	261
3	5	A.J. Foyt/Bob Wollek/Derek Bell	6	Porsche Turbo	GT	258
4	12	Wayne Baker/Jim Mullen/Tom Blackaller	9	Porsche Turbo	GT	258
5	3	Bob Akin/John O'Steen/Hans Stuck	5	Porsche Turbo	GT	256
6	6	John Graham/Hugh Gralia/Preston Henn/Bob Wollek/Al Holbert	14	Porsche Turbo	GT	246
7	10	John Morton/Tony Garcia/Tony Adamowicz	45	Chevrolet Lola	GT	244
8	15	Billy Hagan/Gene Felton/Terry Labonte	4	Chevrolet Camaro	GTO	243
9	36	Jack Baldwin/Ira Young/Robert Reed	76	Mazda RX-7	GTU	238
10	34	George Alderman/Carson Baird/Lew Price	32	Datsun ZX	GTU	234
11	1	Brian Redman/Pat Bedard	04	Jaguar XJR-5	GT	234
12	52	Ren Tilton/Blake Pridgen/Rusty Bond	7	Porsche 911	GTU	234
13	32	Al Bacon/Charles Guest	17	Mazda RX-7	GTU	222
14	62	Van McDonald/Dennis DeFranceschi	51	Porsche 911	GTU	222
15	55	John Higgins/James King/Howard Cherry	71	Porsche 911	GTU	221
16	49	Tim Selby/Earl Roe	23	Porsche 914/6	GTU	221
17	25	Roger Mandeville/Amos Johnson/Danny Smith	38	Mazda RX-7	GTO	221
18	65	Luis Mendez/Chiqui Soldevila/Cristobal Marte	68	Porsche Carrera	GTO	217
19	40	Don Marsh/Ron Pawley/Kelly Marsh/Whitney Ganz	93	Mazda RX-7	GTU	216
20	68	Tico Almeida/Miguel Morejon	05	Porsche Turbo	GT	216
21	42	Tim Morgan/Pete Morgan/Charles Bair/Marcus Opie	62	Chevrolet Corvette	GTO	215
22	38	John Jellinek/Stefan Edlis/Tom Brennan	28	Porsche 924 Carrera	GTU	212
23	67	Tom Shelton/Steve Shelton/Claude Ballot-Lena/John McComb	97	Ferrari 512BB	GT	211
24	66	Lee Mueller/Terry Visger/John Casey	82	Mazda RX-7	GTU	208
25	35	Dave White/George Drolsom/Jerry Kendall	10	Porsche 924 Carrera	GTU	202
26	53	Ron Case/Dave Panaccione	0	Porsche 911	GTU	186
27	60	George Hulse/Jerry Kennedy/Mike Cheung	01	Porsche Carrera	GTO	183
28	33	Craig Allen/George Schwarz/Andre Schwarz	21	Pontiac Firebird	GTO	181
29	58	William Boyer/Steve Roberts	26	Chevrolet Camaro	GTO	181
30	23	Diego Montoya/Brian Goellnicht/Michael Roe	43	BMW M-1	GTO	180
31	69	Uli Bieri/Matt Gysler/Angelo Pallavicini	40	BMW M-1	GTO	177
32	37	George Shafer/Craig Shafer/Joe Maloy	67	Chevrolet Camaro	GTO	170
33	28	Lance Van Every/Ash Tisdelle	09	Porsche Carrera	GTO	169
34	19	Frank Jellinek/Paul Fassler/Jerry Molnar	46	Pontiac Firebird	GTO	167
35	20	Phil Currin/Steve Gentile/Jim Cook/Tommy Morrison	99	Chevrolet Corvette	GTO	161
36	27	David Cowart/Kenper Miller	25	Porsche March	GT	158
37	80	Bill Gardner/Jim Durovy	94	Pontiac Firebird	GTO	149
38	7	John Kalagian/John Lloyd	15	Chevrolet Lola	GT	148
39	47	Frank Rubino/Joe Rodriguez/David Leira	13	Mazda RX-7	GTU	146
40	50	Karl Keck/Robert Whitaker/Bill Wessel	83	Chevrolet Corvette	GTO	138
41	79	Bob Lee/Gary Myers/Bill Julian	90	Buick Skylark	GTO	137
42	74	Larry O'Brien/Mike Van Steenberg	31	Mazda OVS-1	GT	137
43	2	Sarel Van Der Merwe/Graham Duxbury/Tony Martin	00	Porsche March	GT	134
44	9	Claude Ballot-Lena/Hurley Haywood/Al Holbert	86	Porsche Turbo	GT	123
45	57	Dennis Krueger/Tom Henrickson/Rick Kinner	60	Mazda RX-7	GTU	114
46	4	Bob Tullius/Doc Bundy	44	Jaguar XJR-5	GT	114
47	11	Gary Belcher/Jean Rondeau/John Gunn	41	Chevrolet Rondeau	GT	109
48	45	Clay Young/Doug Grunnet/Jim Burt	84	Pontiac Fiero	GTU	105
49	70	Dale Kreider/Roy Newsome/Bobby Diehl	11	Chevrolet Camaro	GTO	103
50	31	M.L. Speer/Jack Griffin	24	Porsche Turbo	GT	96
51	26	Ken Murray/Russ Boy/Dick Valentine	88	Chevrolet Camaro	GTO	95
52	51	Luis Gordillo/Eduardo Salguero/Manuel Prieto	95	Porsche Carrera	GTO	71
53	59	John Hofstra/Peter Uria/Mick Robinson	69	Porsche 911	GTU	69
54	48	Jim Fowells/Ray Mummery/Steve Potter	27	Mazda RX-7	GTU	65
55	61	Max Welti/Fomfor/Willy Valiente	18	BMW Sauber	GT	63
56	43	Whitney Ganz/Gene Hackman	55	Mazda RX-7	GTU	59
57	8	Al Leon/Art Leon	2	Chevrolet March	GT	56
58	24	Tom Winters/Bob Bergstrom	70	Porsche 924 Carrera	GTU	52

59	75	Buzz Cason/Peter Uria	42	Porsche 911	GTU	49
60	14	Ken Madren/M.L. Speer	3	Buick March	GT	44
61	56	Worth Williams/Jimmy Leeward	35	Porsche Carrera	GTO	43
62	18	Billy Dingman/Walt Bohren	47	Chevrolet Corvette	GTO	43
63	39	Alfredo Mena/Jim Trueman	58	Porsche 924 Carrera	GTU	40
64	73	Tim Chitwood	30	Chevrolet Monte Carlo	GT	38
65	78	Klaus Bitterauf/Vicki Smith	78	Porsche 911	GTU	37
66	17	Don Courtney/Brent O'Neill	61	Ford Argo	GT	36
67	29	Kikos Fonseca/Jamsal/Diego Febles	85	Porsche Carrera	GTO	32
68	30	Jack Dunham/Paul Lewis	66	Mazda RX-7	GTU	25
69	54	Ron Coupland/John Hulen	64	Porsche Carrera	GTO	25
70	72	Larry Figaro/Fernando Sabino	22	Pontiac Firebird	GTO	25
71	13	Marty Hinze	16	Chevrolet March	GT	22
72	41	Jeffrey Loving/Richard Small	77	Chevrolet Camaro	GTO	20
73	81	Vince DiLella/Manolo Cueto	03	Porsche 911	GTU	19
74	22	John Maffucci	63	Mazda Argo	GT	17
75	71	Paul Canary	20	Chevrolet Corvette	GTO	17
76	46	Peter Welter	37	Mazda RX-7	GTU	16
77	63	Rick Borlase/Michael Hammond	56	Porsche 934	GTO	12
78	44	John McComb	33	Jaguar XJS	GTO	6
79	76	Paul Goral	49	Porsche Turbo	GT	5
80	21	Elliott Forbes-Robinson	87	Porsche 924 Carrera	GTU	4
81	77	Hoyt Overbagh	52	Chevrolet Camaro	GTO	4

Purse: $92,950
Winners' Share: $22,200
Time of Race: 12:01:1.415
Winning Speed: 106.364 mph
Margin of Victory: Two laps, two minutes, 40.954 seconds
Fastest GT Qualifier: #04–Brian Redman: 125.902 mph (2:18.965) (Record)
Fastest GTO Qualifier: #4–Gene Felton: 117.164 mph (2:29.329) (Record)
Fastest GTU Qualifier: #87–Elliott Forbes-Robinson: 111.087 mph (2:37.498) (Record)
Fastest GT Lap: #04–Brian Redman (122.563 mph on 102nd lap) (Record)
Fastest GTO Lap: #46–Paul Fassler (114.343 mph on 27th lap) (Record)
Fastest GTU Lap: #79–Bob Bergstrom (106.956 mph on 22nd lap) (Record)

Road Atlanta / April 8, 1984

ROAD ATLANTA 500 KILOMETER, BRASELTON, GA., 124 LAPS/312.48 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	7	Don Whittington	16	Chevrolet March	GT	124
2	5	Bill Whittington	57	Chevrolet March	GT	124
3	2	Brian Redman/Pat Bedard	04	Jaguar XJR-5	GT	123
4	6	David Cowart/Kenper Miller	25	Chevrolet March	GT	122
5	3	Al Leon/Art Leon/Hurley Haywood	2	Chevrolet March	GT	121
6	10	Bob Akin/John O'Steen	5	Porsche Turbo	GT	121
7	17	Fomfor/Willy Valiente	18	BMW Sauber	GT	116
8	16	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	116
9	18	Jim Downing/John Maffucci	63	Mazda Argo	GT	115
10	13	Don Courtney/Brent O'Neill	61	Ford Argo	GT	115
11	27	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	112
12	15	Lyn St. James/Jim Trueman	07	Ford Argo	GT	111
13	34	Jack Baldwin/Robert Reed	76	Mazda RX-7	GTU	111
14	26	Werner Frank/Pierre Honegger	12	BMW Osella	GT	111
15	30	Chester Vincentz/Mark Hutchins	91	Porsche 934	GTO	108
16	31	Jack Dunham/Jeff Kline	66	Mazda RX-7	GTU	108
17	43	Bob Beasley/Jack Lewis	8	Porsche Carrera	GTO	107
18	46	Robert Gottfried/Rich Lee	29	Porsche Turbo	GT	107
19	28	Uli Bieri/Matt Gysler	40	BMW M-1	GTO	106
20	23	Ken Murray/Dale Whittington	88	Chevrolet March	GT	106

21	54	Gary Altman/Mark Altman	31	Porsche 911	GTU	106
22	47	Richard Anderson/Bard Boand	94	Chevrolet Corvette	GTO	105
23	11	Ken Madren/M.L. Speer/Wayne Pickering	3	Buick March	GT	103
24	51	Joe Gonzalez	51	Chevrolet Camaro	GTO	103
25	44	Reed Kryder/Charles Wilson	77	Datsun ZX	GTU	103
26	33	Earl Clemenson/Jim Fitzgerald	33	Chevrolet Camaro	GTO	102
27	50	George Hulse/Mike DeFontes	01	Porsche Carrera	GTO	102
28	35	Lloyd Frink/Emory Donaldson	03	Chevrolet Corvette	GTO	101
29	56	Phil Currin	99	Chevrolet Corvette	GTO	101
30	29	Al Bacon/Charles Guest	17	Mazda RX-7	GTO	101
31	4	Bob Tullius/Doc Bundy	44	Jaguar XJR-5	GT	100
32	20	Diego Montoya/Brian Goellnicht	43	BMW M-1	GTO	99
33	52	Al Levenson/Ted Borkowski	06	Chevrolet Corvette	GTO	99
34	42	Luis Sereix/Dale Kreider	42	Pontiac Firebird	GTO	97
35	53	Edward Mecum/Frank Garcia	0	Pontiac Firebird	GTO	97
36	19	Walt Bohren	47	Chevrolet Corvette	GTO	96
37	48	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	92
38	9	John Gunn/Jim Mullen	39	Chevrolet Phoenix	GT	90
39	22	Tommy Riggins/Charles Pelz	72	Chevrolet Camaro	GTO	89
40	21	John Schneider/Elliott Forbes-Robinson	87	Porsche 924 Carrera	GTU	89
41	12	John Kalagian/John Lloyd	15	Chevrolet Lola	GT	82
42	36	George Alderman/Lew Price	32	Datsun ZX	GTU	72
43	24	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTU	70
44	41	Philip Keirn	81	Chevrolet Corvette	GTO	66
45	32	Clay Young	84	Pontiac Fiero	GTU	52
46	45	Frank Rubino	13	Mazda RX-7	GTU	52
47	24	Craig Allen	21	Pontiac Firebird	GTO	48
48	1	Klaus Ludwig/Bobby Rahal	7	Ford Mustang GTP	GT	47
49	38	Bob Leitzinger/Bob Criss	95	Datsun ZX	GTU	40
50	8	Al Holbert/Derek Bell	14	Porsche Turbo	GT	39
51	37	Fernando Sabino	22	Pontiac Firebird	GTO	38
52	14	Gianpiero Moretti	30	Ford Momo	GT	30
53	40	Dick Greer	92	Mazda RX-7	GTU	9
54	55	Don Herman	60	Mazda RX-7	GTU	8
55	57	Mike Brummer	75	Mazda RX-7	GTU	6
56	49	David Horchler	97	Pontiac Firebird	GTO	5
57	39	Kelly Marsh	93	Mazda RX-7	GTU	4

Purse: $60,500
Winners' Share: $13,000
Time of Race: 3:07:30.467
Winning Speed: 99.989 mph
Margin of Victory: 14.951 seconds
Fastest GT Qualifier: #7–Klaus Ludwig: 119.425 mph (1:15.964) (Record)
Fastest GTO Qualifier: #4–Gene Felton: 107.827 mph (1:24.135) (Record)
Fastest GTU Qualifier: #87–Elliott Forbes-Robinson: 102.963 mph (1:28.092) (Record)
Fastest GT Lap: #44–Doc Bundy (115.053 mph on 74th lap) (Record)
Fastest GTO Lap: #4–Gene Felton (104.168 mph on 84th lap)
Fastest GTU Lap: #87–Elliott Forbes-Robinson (99.55 mph on third lap) (Record)

Riverside International Raceway / April 29, 1984

LOS ANGELES TIMES/DATSUN GRAND PRIX OF ENDURANCE, RIVERSIDE, CALIF., 204 LAPS/663 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Randy Lanier/Bill Whittington	56	Chevrolet March	GT	204
2	3	Al Holbert/Derek Bell	86	Porsche 962	GT	204
3	8	Kenper Miller/Mauricio DeNarvaez	25	Chevrolet March	GT	199
4	9	John Morton/Tony Adamowicz	45	Chevrolet Lola	GT	197
5	5	Chuck Kendall/Jim Cook	11	Chevrolet Lola	GT	196
6	6	Sarel Van Der Merwe/Tony Martin	00	Porsche March	GT	190
7	13	Gianpiero Moretti/Fulvio Ballabio	30	Ford Momo	GT	187
8	12	Bob Akin/John O'Steen	5	Ford Turbo	GT	184
9	27	John Schneider/Elliott Forbes-Robinson	87	Porsche 924 Carrera	GTU	182
10	21	Jim Downing/John Maffucci	63	Mazda Argo	GT	181
11	33	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	180
12	23	Jack Griffin/Craig Allen/George Schwarz	24	Porsche Turbo	GT	180
13	34	Jack Dunham/Jeff Kline	66	Mazda RX-7	GTU	180
14	28	Rick Borlase/Don Kravig/Michael Hammond	58	Porsche 934	GTO	180
15	43	Paul Lewis/Larry Bloomer/Dave Vegher	42	Mazda RX-7	GTU	173
16	15	Wayne Baker/Jack Newsum	9	Porsche Turbo	GT	169
17	48	Topper Chasse/Robert Kirby	36	Porsche 914/6	GTU	169
18	36	Jack Baldwin/Ira Young/Robert Reed	76	Mazda RX-7	GTU	165
19	51	Brent Regan/Larry Chmura/Jon Koobation	70	Porsche Carrera	GTO	165
20	4	Al Leon/Art Leon/Hurley Haywood	2	Chevrolet March	GT	164
21	42	Janis Taylor/Del Taylor/Fernando Sabino	22	Pontiac Firebird	GTO	157
22	45	Tom Alan Marx/Bill Folmer/Larry Amberg	31	Porsche Carrera	GTO	155
23	41	Frank Honsowetz/Doug Barnhold/Max Jones	48	Datsun ZX	GTO	155
24	39	John King/Les Lindley	80	Porsche 934	GTO	152
25	25	Jim Torres/John Thomas	33	Porsche Turbo	GT	150
26	17	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	140
27	14	Ken Madren/M.L. Speer/Wayne Pickering	3	Buick March	GT	132
28	18	Chester Vincentz/Jim Mullen/Bruce Canepa	10	Chevrolet Lola	GT	132
29	10	Kaoru Hoshino/Masonari Sekiya	19	Toyota Tom S	GT	130
30	49	Sergio Nardi/Angel Nardi	26	Porsche 911	GTU	130
31	22	Fomfor/Albert Naon/Diego Montoya	18	BMW Sauber	GT	129
32	50	Frank Rubino/David Leira	13	Mazda RX-7	GTU	124
33	19	John Bauer/Bruce Jenner	77	Ford Thunderbird	GTO	91
34	47	Jon Wintroph/Rick Jackson	53	Porsche 911	GTU	85
35	46	Peter Jauker/Gary Auberlen	54	Porsche Carrera	GTO	82
36	30	Dennis Aase/Wally Dallenbach Jr.	98	Toyota Celica	GTU	79
37	24	Walt Bohren/Steve Millen	47	Chevrolet Corvette	GTO	76
38	37	John Schwarz/David Christian/Ed Swart	75	Ferrari 512BB	GT	76
39	20	Jim Busby/Ron Grable/Rick Knoop	67	Mazda Lola T616	GT	75
40	1	Klaus Ludwig/Bobby Rahal	7	Ford Mustang GTP	GT	74
41	40	Lee Mueller/Terry Visger	82	Mazda RX-7	GTU	73
42	7	John Kalagian/John Lloyd	15	Chevrolet Lola	GT	56
43	38	Clay Young/Doug Grunnet	84	Pontiac Fiero	GTU	41
44	32	Allen Glick/Billy Scyphers	08	Ferrari 308	GTO	40
45	16	Ray McIntyre Jr.	50	Chevrolet Corvette GTP	GT	32
46	35	Jim Adams	99	Toyota Celica	GTU	30
47	26	Diego Montoya	43	BMW M-1	GTO	29
48	52	Bill Van/Bruce Leven	04	Porsche 924 Carrera	GTO	28
49	31	Logan Blackburn	85	Datsun ZX	GTU	25
50	11	Jim Trueman	07	Ford Argo	GT	21
51	29	Bob Bergstrom	79	Porsche 924 Carrera	GTU	18
52	44	Gene Hackman	55	Mazda RX-7	GTU	13

Purse: $91,100
Winners' Share: $22,500
Time of Race: 6:00:09.675
Winning Speed: 110.451 mph (Record)
Margin of Victory: 4.941 seconds
Fastest GT Qualifier: #7–Klaus Ludwig: 124.387 mph (1:34.061) (Record)
Fastest GTO Qualifier: #4–Gene Felton: 111.892 mph (1:44.565) (Record)
Fastest GTU Qualifier: #87–Elliott Forbes-Robinson: 106.674 mph (1:49.68) (Record)
Fastest GT Lap: #86–Derek Bell (121.193 mph on 172nd lap) (Record)
Fastest GTO Lap: #47–Walt Bohren (112.403 mph on 11th lap) (Record)
Fastest GTU Lap: #87–Elliott Forbes-Robinson (104.604 mph on 22nd lap) (Record)

Laguna Seca Raceway / May 6, 1984

RED LOBSTER MONTEREY TRIPLE CROWN, MONTEREY, CALIF., 53 LAPS/100.7 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	5	Randy Lanier	56	Chevrolet March	GT	53
2	6	Kenper Miller	25	Chevrolet March	GT	53
3	7	Sarel Van Der Merwe	00	Porsche March	GT	53
4	10	John Gunn	39	Chevrolet Phoenix	GT	53
5	9	John Morton	45	Chevrolet Lola	GT	53
6	8	John Kalagian	15	Chevrolet Lola	GT	53
7	12	Gianpiero Moretti	30	Ford Momo	GT	52
8	3	Derek Bell	86	Porsche 962	GT	52
9	13	Chuck Kendall	11	Chevrolet Lola	GT	52
10	11	Lyn St. James	07	Ford Argo	GT	50
11	14	Tom Blackaller	9	Porsche Turbo	GT	49
12	4	Bob Wollek	06	Ford Mustang GTP	GT	46
13	2	Klaus Ludwig	7	Ford Mustang GTP	GT	45
14	1	Bill Whittington	57	Chevrolet March	GT	6

Purse: $38,200
Winner's Share: $13,000
Time of Race: 54:58.59
Winning Speed: 109.902 mph (Record)
Margin of Victory: 3.61 seconds
Fastest GT Qualifier: #57–Bill Whittington: 115.962 mph (58.99) (Record)
Fastest GT Lap: #57–Bill Whittington (111.673 mph on sixth lap) (Record)

Charlotte Motor Speedway / May 20, 1984

CHARLOTTE CAMEL GT 500, CONCORD, N.C., 138 LAPS/310.5 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Randy Lanier/Bill Whittington	56	Chevrolet March	GT	138
2	5	Bob Tullius/Doc Bundy	44	Jaguar XJR-5	GT	135
3	8	Brian Redman/Pat Bedard	04	Jaguar XJR-5	GT	134
4	13	John Morton/Tony Adamowicz	45	Chevrolet March	GT	132
5	17	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	129
6	22	Walt Bohren	47	Chevrolet Corvette	GTO	128
7	23	Chester Vincentz/Dave White	91	Porsche 934	GTO	127
8	19	Jim Downing/John Maffucci	63	Mazda Argo	GT	127
9	14	Al Leon/Art Leon	2	Chevrolet March	GT	127
10	18	Charles Morgan/Whitney Ganz	71	Buick Argo	GT	125
11	26	Jim Cook/Don Knowles	60	Chevrolet Corvette	GTO	125
12	30	Chris Cord/Jim Adams	99	Toyota Celica	GTO	124
13	31	Al Bacon/Charles Guest	17	Mazda RX-7	GTU	123
14	27	Clay Young/Doug Grunnet	84	Pontiac Fiero	GTU	121
15	25	Jack Baldwin/Ira Young	76	Mazda RX-7	GTU	121
16	48	Lance Van Every/Ash Tisdelle	09	Porsche Carrera	GTO	120
17	1	Al Holbert/Derek Bell	14	Porsche 962	GT	119
18	43	Diego Montoya/Brian Goellnicht	43	BMW M-1	GTO	118
19	32	Paul Lewis/Scott Pruett	42	Mazda RX-7	GTU	118
20	45	Carson Hurley/Jim Fitzgerald	80	Datsun Z	GTU	116

21	36	Dick Greer/John Finger	92	Mazda RX-7	GTU	113
22	21	Phil Currin	98	Chevrolet Corvette	GTO	112
23	12	David Cowart/Kenper Miller	25	Chevrolet March	GT	108
24	50	Robert Gottfried/Rich Lee/Jackson Yonge	29	Porsche Turbo	GT	108
25	40	Dan Schott/Jim Fay	34	Pontiac Firebird	GTO	107
26	29	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	107
27	15	Wayne Baker/Jack Newsum	9	Chevrolet March	GT	107
28	34	Jack Dunham/Jeff Kline	66	Mazda RX-7	GTU	96
29	47	Bruce Jones/Steve Zwiren	6	Porsche 914/6	GTU	87
30	46	Gary Baker/Steve Potter	21	Chevrolet Corvette	GTO	86
31	44	George Alderman/Lew Price	32	Datsun ZX	GTU	83
32	42	Jack Lewis/Bob Beasley	8	Porsche Carrera	GTO	81
33	37	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTU	75
34	39	Joe Cogbill Sr./Joe Cogbill III	36	Porsche 911	GTU	70
35	6	John Kalagian/John Lloyd	15	Chevrolet Lola	GT	63
36	20	Ricardo Londono/Tommy Riggins	33	Chevrolet Corvette	GTO	53
37	38	Frank Carney/Dick Davenport	23	Datsun 200SX	GTU	48
38	4	Sarel Van Der Merwe	00	Porsche March	GT	45
39	9	Lyn St. James/Jim Trueman	07	Ford Argo	GT	43
40	7	Brent O'Neill	61	Ford Argo	GT	41
41	49	Ray Mummery	27	Mazda RX-7	GTU	34
42	33	Paul Fassler	46	Pontiac Firebird	GTO	26
43	3	Bob Wollek	7	Ford Mustang GTP	GT	21
44	10	Bob Akin	5	Porsche 962	GT	19
45	11	Gianpiero Moretti	30	Ford Momo	GT	17
46	35	Kelly Marsh	93	Mazda RX-7	GTU	16
47	41	Richard Anderson	96	Chevrolet Corvette	GTO	12
48	16	Marty Hinze	16	Chevrolet March	GT	3
49	24	Elliott Forbes-Robinson	87	Porsche 962 Carrera	GTU	0
50	28	Fernando Sabino	05	Ford Mustang	GTO	0

Purse: $79,450
Winners' Share: $15,500
Time of Race: 2:59:35.93
Winning Speed: 103.731 mph (Record)
Margin of Victory: Three laps, 54.48 seconds
Fastest GT Qualifier: #56–Bill Whittington: 121.759 mph (1:06.525) (Record)
Fastest GTO Qualifier: #4–Gene Felton: 111.075 mph (1:12.924) (Record)
Fastest GTU Qualifier: #87–Elliott Forbes-Robinson: 106.808 mph (1:15.837) (Record)
Fastest GT Lap: #7–Bob Wollek (118.821 mph on 13th lap) (Record)
Fastest GTO Lap: #4–Gene Felton: (108.959 mph on 55th lap) (Record)
Fastest GTU Lap: #53–Jack Baldwin (103.634 mph on 53rd lap) (Record)

Lime Rock Park / May 28, 1984

COCA-COLA 500 1-HOUR CAMEL GT, LIME ROCK, CONN., 56 LAPS/85.68 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	Sarel Van Der Merwe	00	Porsche March	GT	56
2	2	Randy Lanier	56	Chevrolet March	GT	56
3	14	Al Holbert	14	Porsche 962	GT	55
4	6	Gianpiero Moretti	30	Ford Momo	GT	55
5	8	Whitney Ganz	71	Buick Argo	GT	55
6	5	Kenper Miller	25	Chevrolet March	GT	54
7	10	John O'Steen	05	Porsche Turbo	GT	54
8	1	Bill Whittington	57	Chevrolet March	GT	52
9	12	Pierre Honegger	70	Mazda GTP	GT	51
10	7	Brent O'Neill	61	Ford Argo	GT	51
11	4	John Gunn	39	Chevrolet Phoenix	GT	51
12	9	Bob Akin	5	Porsche 962	GT	46
13	13	Steve Cohen	21	Ferrari 512BB	GT	44
14	11	Del Russo Taylor	74	Buick Chevron	GT	43

Purse: $39,900
Winner's Share: $15,200
Time of Race: 1:01:01.103
Winning Speed: 84.25 mph
Margin of Victory: One minute, 3.865 seconds
Fastest GT Qualifier: #57–Bill Whittington: 115.709 mph (47.602) (Record)
Fastest GT Lap: #56–Randy Lanier (88.882 mph on 32nd lap)

Mid-Ohio Sports Car Course / June 10, 1984

LUMBERMENS 500 NORTH AMERICAN SPORTS CAR CHAMPIONSHIP, LEXINGTON, OHIO, 129 LAPS/309.6 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Al Holbert/Derek Bell	14	Porsche 962	GT	129
2	1	Randy Lanier/Bill Whittington	56	Chevrolet March	GT	129
3	4	Hurley Haywood/Bobby Rahal	86	Porsche 962	GT	129
4	3	John Morton/Richard Spenard	45	Chevrolet March	GT	129
5	5	Sarel Van Der Merwe/Tony Martin	00	Porsche March	GT	128
6	6	Gianpiero Moretti/Fulvio Ballabio	30	Ford Momo	GT	121
7	16	Jim Downing/John Maffucci	63	Mazda Argo	GT	119
8	15	Jim Busby/Pete Halsmer	67	Mazda Lola T616	GT	119
9	17	Chester Vincentz/Dave White	91	Porsche 934	GTO	119
10	19	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	117
11	31	Jack Dunham/Jeff Kline	66	Mazda RX-7	GTU	115
12	24	George Alderman/Lew Price	32	Datsun ZX	GTU	114
13	18	Diego Montoya/Brian Goellnicht	43	BMW M-1	GTO	113
14	30	Bob Leitzinger/Bob Criss	95	Datsun ZX	GTU	112
15	21	Jack Baldwin/Robert Reed	76	Mazda RX-7	GTU	112
16	26	Uli Bieri/Matt Gysler	40	BMW M-1	GTO	111
17	29	Carson Hurley/Jim Fitzgerald	80	Datsun Z	GTU	109
18	9	David Cowart/Kenper Miller	25	Chevrolet March	GT	108
19	25	Dick Greer/Doug Carmean	92	Mazda RX-7	GTU	108
20	35	John Hulen/Ron Coupland	64	Porsche Carrera	GTO	106
21	44	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	106
22	33	Kim Mason/Jerry Thompson	03	Chevrolet Monza	GTO	105
23	46	John Huber/Don Herman	41	Chevrolet Camaro	GTO	105
24	36	Reed Kryder/David Weitzenhof	77	Datsun ZX	GTU	105
25	45	Richard Graves/Alice Graves	36	Porsche 914/6	GTU	95
26	43	E.B. Lunken/John Fowler	55	Mazda RX-7	GTU	86
27	38	John Higgins/James King	7	Porsche Carrera	GTU	85
28	32	Kelly Marsh/Ron Pawley/Don Marsh	93	Mazda RX-7	GTU	83
29	34	Chris Dembs/Mike Brummer	75	Mazda RX-7	GTU	83
30	42	Bill Miller/Jack Ries	48	Datsun Z	GTU	80
31	11	Chuck Kendall/Jim Cook	11	Chevrolet Lola	GT	78
32	28	Al Bacon/Charles Guest	17	Mazda RX-7	GTU	74
33	12	Bob Akin/John O'Steen	5	Porsche Turbo	GT	67
34	7	John Kalagian/John Lloyd	15	Chevrolet Lola	GT	58
35	27	Luis Sereix/Dale Kreider	10	Pontiac Firebird	GTO	53
36	40	Bobby Diehl/Roy Newsome	02	Mazda RX-7	GTU	47
37	8	Chip Mead	39	Chevrolet Phoenix	GT	36
38	22	Clay Young	84	Pontiac Fiero	GTU	31
39	14	Billy Hagan	4	Chevrolet Camaro	GTO	30
40	20	Jim Adams	99	Toyota Celica	GTU	29
41	13	Charles Morgan	71	Buick Argo	GT	25
42	10	Art Leon	2	Chevrolet March	GT	25
43	48	Werner Frank/Pierre Honegger	12	BMW Osella	GT	23
44	47	Jack Miller	19	Astin Martin Nimrod	GT	19
45	23	Paul Lewis	42	Mazda RX-7	GTU	17
46	37	Jack Buchinger	46	Datsun Z	GTU	6
47	41	Tim Selby	23	Porsche 914/6	GTU	1
48	39	Mark Altman	31	Porsche 911	GTU	1

Purse: $107,700
Winner's Share: $25,750
Time of Race: 3:25:18.745
Winning Speed: 90.477 mph (Record)
Margin of Victory: 3.989 seconds
Fastest GT Qualifier: #56–Bill Whittington: 103.323 mph (1:23.621) (Record)
Fastest GTO Qualifier: #4–Gene Felton: 95.02 mph (1:30.928) (Record)
Fastest GTU Qualifier: #99–Jim Adams: 88.914 mph (1:37.173) (Record)
Fastest GT Lap: #55–Bill Whittington (97.341 mph on 129th lap)
Fastest GTO Lap: #91–Dave White (86.185 mph on 75th lap)
Fastest GTU Lap: #76–Jack Baldwin (86.773 mph on fourth lap)

Watkins Glen International / July 7-8, 1984

CAMEL CONTINENTAL DOUBLE THREE-HOUR CAMEL GT, WATKINS GLEN, N.Y., 194 LAPS/655.138 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Al Holbert/Derek Bell/Jim Adams	14	Porsche 962	GT	194
2	12	Bruce Leven/John Paul Jr.	86	Porsche 962	GT	191
3	6	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	186
4	21	Jim Downing/John Maffucci	63	Mazda Argo	GT	181
5	15	Jim Busby/Rick Knoop	67	Mazda Lola T616	GT	181
6	20	Chester Vincentz/Jim Mullen	91	Porsche 934	GTO	176
7	24	John Schneider/Elliott Forbes-Robinson	87	Porsche 924 Carrera	GTU	172
8	13	Lyn St. James/Herm Johnson	07	Ford Argo	GT	171
9	10	Gianpiero Moretti/Fulvio Ballabio	30	Ford Momo	GT	171
10	19	David Loring/Frank Jellinek	70	Mazda GTP	GT	171
11	25	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	171
12	29	Jack Dunham/Jeff Kline	66	Mazda RX-7	GTU	170
13	26	Carson Baird/Bill Coykendahl	82	Datsun ZX	GTU	170
14	39	Ron Pawley/Kelly Marsh/Don Marsh	93	Mazda RX-7	GTU	162
15	8	Bob Akin/John O'Steen	5	Porsche 962	GT	161
16	27	Uli Bieri/Matt Gysler	40	BMW M-1	GTO	160
17	33	Bill Gelles/Steve Cohen/Eno DePasquale	21	Ferrari 512BB	GT	159
18	51	George Hulse	09	Porsche Carrera	GTO	159
19	9	David Cowart/Kenper Miller	25	Chevrolet March	GT	158
20	42	George Shafer/Craig Shafer/Joe Maloy	68	Chevrolet Camaro	GTO	157
21	46	Gary Altman/Mark Altman	31	Porsche 911	GTU	156
22	40	Ray Hendricks/Bruce Jankowitz	89	Porsche 914/6	GTU	156
23	36	Jack Baldwin/Ira Young	76	Mazda RX-7	GTU	153
24	49	Bob Speakman/Paul Brand	81	Datsun Z	GTU	150
25	53	Al Bacon/Charles Guest	17	Mazda RX-7	GTU	141
26	34	Bard Boand/Richard Anderson	96	Chevrolet Corvette	GTO	137
27	48	Robert Baechle/Brad Goetz	64	Chevrolet Corvette	GTO	136
28	2	Randy Lanier/Bill Whittington	56	Chevrolet March	GT	133
29	7	Al Leon/Art Leon/Skeeter McKitterick	2	Chevrolet March	GT	123
30	32	Alan Glick/Billy Scyphers	08	Ferrari 308	GTO	122
31	37	Bob Leitzinger/Bob Criss	95	Datsun ZX	GTU	117
32	55	Fomfor	18	BMW M-1	GTO	112
33	44	Tom Winters/Bob Bergstrom/Dave White	79	Porsche 924 Carrera	GTU	110
34	30	George Alderman/Lew Price	32	Datsun ZX	GTU	109
35	45	David Kicak/Tony Rynone/Tony Piocosta	10	Chevrolet Corvette	GTO	109
36	43	Helmut Silberberger/Gaston Andrey	11	Mazda RX-7	GTU	107
37	41	Dick Greer/Don Marsh	92	Mazda RX-7	GTO	106
38	50	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	97
39	5	John Kalagian/John Lloyd	15	Chevrolet March	GT	91
40	16	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	91
41	22	Robert Overby/Don Bell	01	Buick Argo	GT	89
42	35	Bob Bergstrom	77	Porsche 924 Carrera	GTU	85
43	52	Bobby Diehl/Roy Newsum/Joe Varde	02	Mazda RX-7	GTU	79
44	31	Clay Young/Jim Burt	84	Pontiac Fiero	GTU	57
45	23	Gary English/Jerry Thompson	65	Chevrolet Camaro	GTO	49
46	11	Wayne Baker/Jack Newsum	9	Chevrolet March	GT	42
47	18	Marty Hinze/Tim Coconis	16	Chevrolet March	GT	34
48	56	Diego Montoya/Brian Goellnicht	43	BMW M-1	GTO	26
49	47	Bill Gardner/Chris Gennone	94	Pontiac Firebird	GTO	26
50	28	Jim Cook/Tommy Morrison	60	Chevrolet Corvette	GTO	24
51	3	Klaus Ludwig	7	Ford Mustang GTP	GT	17
52	38	Dan Schott/Jim Fay	35	Pontiac Firebird	GTO	16
53	14	Charles Morgan	71	Buick Argo	GT	13
54	17	Walt Bohren	47	Chevrolet Corvette	GTO	11
55	4	Bob Tullius/Doc Bundy	44	Jaguar XJR-5	GT	7
56	54	Hoyt Overbagh	29	Chevrolet Camaro	GTO	7
57	57	Peter Kuhn	8	Polimotor Lola	GT	0

Purse: $111,675
Winners' Share: $22,500
Time of Race: 6:02:20.735
Winning Speed: 108.483 mph (Record)
Margin of Victory: Three laps, 35.031 seconds
Fastest GT Qualifier: #14–Derek Bell: 119.228 mph (1:41.966) (Record)
Fastest GTO Qualifier: #4–Gene Felton: 105 mph (1:55.783) (Record)
Fastest GTU Qualifier: #87–Elliott Forbes-Robinson: 116.104 mph (1:44.71) (Record)
Fastest GT Lap: #14–Derek Bell (116.104 mph on 128th lap) (Record)
Fastest GTO Lap: #47–Walt Bohren (103.123 mph on second lap) (Record)
Fastest GTU Lap: #87–Elliott Forbes-Robinson (100.999 mph on 29th lap) (Record)

Portland International Raceway / July 29, 1984

G.I. JOE'S GRAND PRIX, PORTLAND, ORE., 145 LAPS/277.675 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Randy Lanier/Bill Whittington	56	Chevrolet March	GT	145
2	5	Bob Tullius/Doc Bundy	44	Jaguar XJR-5	GT	145
3	3	Al Holbert/Derek Bell	14	Porsche 962	GT	145
4	9	Bruce Leven/Jim Adams	86	Porsche 962	GT	143
5	12	Gianpiero Moretti/Dennis Aase	30	Ford Momo	GT	143
6	8	Bill Whittington/Dale Whittington	57	Chevrolet March	GT	143
7	30	John Kalagian/John Lloyd	15	Chevrolet March	GT	142
8	6	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	141
9	11	Wayne Baker/Jack Newsum	9	Chevrolet March	GT	139
10	14	Al Leon/Art Leon/Skeeter McKitterick	2	Chevrolet March	GT	139
11	10	Bob Akin/John O'Steen	5	Porsche 962	GT	138
12	19	David Schroeder/Tom Hendrickson	51	Chevrolet Corvette	GTO	132
13	4	John Morton/John Paul Jr.	45	Chevrolet March	GT	131
14	13	Richard Spenard/Tony Garcia	46	Chevrolet Lola	GT	131
15	22	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	128
16	17	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	125
17	24	John Klug/Les Lindley	90	Porsche 934	GTO	125
18	28	Gary Auberlen/Pete Jauker	54	Porsche Carrera	GTO	125
19	23	Tom Winters/Bob Bergstrom	79	Porsche 924 Carrera	GTO	124
20	27	Paul Lewis/Jeff Kline	42	Mazda RX-7	GTO	124
21	21	John Chamberlain/Jerry Pullar	76	Chevrolet Corvette	GT	121
22	16	Chuck Kendall/Jim Cook	11	Chevrolet Lola	GT	117
23	20	Walt Bohren	47	Chevrolet Corvette	GTO	106
24	15	David Cowart/Kenper Miller	25	Chevrolet March	GT	99
25	18	Jim Downing/John Maffucci	63	Mazda Argo	GT	91
26	25	Karl Durkheimer/Neil Shelton	6	Porsche Carrera	GTO	74
27	26	Vic Manuelli/Bruce Mallery	80	Ford Pantera	GTO	65
28	29	Jerry Murch	10	Datsun Z	GTO	24
29	7	Klaus Ludwig	06	Ford Mustang GTP	GT	24
30	31	Michael Hammond	58	Porsche 934	GTO	8
31	1	Sarel Van Der Merwe	0	Porsche March	GT	6

Purse: $52,400
Winners' Share: $15,500
Time of Race: 3:00:46.08
Winning Speed: 92.165 mph
Margin of Victory: 6.32 seconds
Fastest GT Qualifier: #0–Sarel Van Der Merwe: 112.287 mph (1:01.396) (Record)
Fastest GTO Qualifier: #4–Gene Felton: 101.43 mph (1:07.968) (Record)
Fastest GT Lap: #04–Brian Redman (109.255 mph on 26th lap) (Record)
Fastest GTO Lap: #47–Walt Bohren (98.584 mph on 30th lap) (Record)

Sears Point International Raceway / August 5, 1984

FORD CALIFORNIA CAMEL GT, SONOMA, CALIF., 40 LAPS/100 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Bill Whittington	57	Chevrolet March	GT	40
2	3	Doc Bundy	44	Jaguar XJR-5	GT	40
3	6	Brian Redman	04	Jaguar XJR-5	GT	40
4	2	Sarel Van Der Merwe	14	Porsche 962	GT	40
5	5	Klaus Ludwig	7	Ford Mustang GTP	GT	40
6	8	Kenper Miller	25	Chevrolet March	GT	39
7	4	Randy Lanier	56	Chevrolet March	GT	39
8	9	Gianpiero Moretti	30	Ford Momo	GT	39
9	10	Al Leon	2	Chevrolet March	GT	39
10	11	Lyn St. James	07	Ford Argo	GT	38
11	12	Chuck Kendall	11	Chevrolet Lola	GT	37
12	15	Brent Regan	70	Mazda Phoenix	GT	35
13	14	Ray McIntyre	50	Chevrolet Corvette GTP	GT	34
14	13	Jim Downing	63	Mazda Argo	GT	24
15	7	John Kalagian	15	Chevrolet March	GT	11

Purse: $43,200
Winner's Share: $13,000
Time of Race: 1:02:21.556
Winning Speed: 96.217 mph (Record)
Margin of Victory: 12.823 seconds
Fastest GT Qualifier: #57–Bill Whittington: 102.526 mph (1:27.783) (Record)
Fastest GT Lap: #57–Bill Whittington (97.737 mph on 35th lap) (Record)

Road America / August 26, 1984

BUDWEISER 500, ELKHART LAKE, WIS., 125 LAPS/500 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Al Holbert/Derek Bell	14	Porsche 962	GT	125
2	8	Bruce Leven/David Hobbs	86	Porsche 962	GT	122
3	2	Randy Lanier/Bill Whittington	56	Chevrolet March	GT	120
4	4	Sarel Van Der Merwe/Ian Scheckter	0	Porsche March	GT	117
5	5	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	115
6	16	Bob Akin/John O'Steen	5	Porsche 962	GT	115
7	22	Bard Boand/Rick Anderson	33	Chevrolet Lola	GT	114
8	6	John Paul Jr./Pete Halsmer	45	Chevrolet March	GT	113
9	19	Jim Downing/John Maffucci	63	Mazda Argo	GT	113
10	25	Chester Vincentz/Jim Mullen	91	Porsche 934	GTO	113
11	27	Werner Frank/Ludwig Heimrath Jr.	26	Porsche Turbo	GT	112
12	28	Dan Schott/Jim Fay	35	Pontiac Firebird	GTO	109
13	23	Pierre Honegger/David Loring/Frank Jellinek Jr.	70	Mazda GTP	GT	107
14	39	Jack Dunham/Jeff Kline	66	Mazda RX-7	GTU	107
15	40	John McComb/Rick Mancuso/Fred Fiala	97	Ferrari 512BB	GT	105
16	41	Kelly Marsh/Ron Pawley/Don Marsh	93	Mazda RX-7	GTU	105
17	49	Tim Selby/Earl Roe	29	Porsche 914/6	GTU	105
18	7	Bob Tullius/Doc Bundy	44	Jaguar XJR-5	GT	104
19	48	Gary Altman/Mark Altman/Dave Finch	31	Porsche 911	GTU	103
20	34	Jack Baldwin/Ira Young	76	Mazda RX-7	GTU	102
21	11	John Kalagian/John Lloyd/John Mills	15	Chevrolet March	GT	101
22	20	Billy Hagan/Gene Felton	4	Chevrolet Camaro	GTO	101
23	56	Jack Buchinger/Mike Guffey	54	Datsun Z	GTU	100
24	33	John Schneider/Elliott Forbes-Robinson	87	Porsche 924 Carrera	GTU	96
25	10	David Cowart/Kenper Miller	25	Chevrolet March	GT	95
26	57	Richard Graves/Alice Graves	36	Porsche 914/6	GTU	91
27	44	Rusty Schmidt/Steve Schmidt	41	Chevrolet Corvette	GTO	90
28	32	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	90
29	52	John Higgins/James King/Howard Cherry	71	Porsche 911	GTU	87
30	51	Anthony Piocosta/Steve Zwiren	55	Mazda RX-7	GTU	85
31	38	Al Bacon/Charles Guest	17	Mazda RX-7	GTU	84
32	58	Frank Rubino/Jose Rodriguez	13	Mazda RX-7	GTU	84
33	3	Klaus Ludwig/Bobby Rahal	7	Ford Mustang GTP	GT	83
34	43	Fernando Sabino/Boy Hayje	05	Ford Mustang	GTO	76
35	18	Ray McIntyre Jr./Michael Brockman	46	Chevrolet Lola	GT	73
36	29	Rob Dyson/Ken Slagle	78	Pontiac Firebird	GTO	69
37	46	John Hulen/Ron Coupland	64	Porsche Carrera	GTO	69
38	30	M.L. Speer/Jack Griffin	24	Porsche Turbo	GT	68
39	21	John Jellinek/Yves Courage	28	Ford Cougar	GT	47
40	54	David Miller/Bill Miller	16	Datsun Z	GTU	46
41	50	David Weitzenhof/Brian Goodwin	77	Datsun ZX	GTU	46
42	45	Paul Canary/Jay Hill/Duane Smith	20	Chevrolet Corvette	GTO	44
43	17	Ken Madren/Wayne Pickering	3	Buick March	GT	42
44	9	Don Whittington/Dale Whittington	57	Chevrolet March	GT	40
45	36	Chris Cord/Jim Adams	99	Toyota Celica	GTU	40
46	31	Steve Gentile/Pete DePiro	67	Chevrolet Corvette	GTO	36
47	47	Frank Carney/Dick Davenport	23	Datsun 200SX	GTU	36
48	26	Diego Montoya	43	BMW M-1	GTO	35
49	24	Don Bell	01	Buick Argo	GT	30
50	14	Wayne Baker	9	Chevrolet March	GT	28
51	13	Art Leon/Skeeter McKitterick	2	Chevrolet March	GT	25
52	15	Lyn St. James	07	Ford Argo	GT	10
53	42	Clay Young	84	Pontiac Fiero	GTU	9
54	37	Bob Bergstrom	79	Porsche 924 Carrera	GTU	7
55	52	Alfredo Mena	34	Porsche 924 Carrera	GTU	7
56	59	Peter Kuhn	8	Polimotor Lola	GT	7
57	60	David Crabtree	53	Chevrolet Monza	GTO	6
58	35	Uli Bieri	40	BMW M-1	GTO	4
59	55	Roy Newsum	02	Mazda RX-7	GTU	4
60	12	Charles Morgan	6	Buick Argo	GT	1

Purse: $91,900
Winners' Share: $20,000
Time of Race: 4:42:2.11
Winning Speed: 106.37 mph (Record)
Margin of Victory: Three laps, 29.47 seconds
Fastest GT Qualifier: #14–Al Holbert: 117.669 mph (2:02.377) (Record)
Fastest GTO Qualifier: #4–Gene Felton: 105.973 mph (2:15.884) (Record)
Fastest GTU Qualifier: #87–Elliott Forbes-Robinson: 99.63 mph (2:24.535) (Record)
Fastest GT Lap: #14–Al Holbert (114.05 mph on 22nd lap) (Record)
Fastest GTO Lap: #4–Gene Felton (104.152 mph on 73rd lap) (Record)
Fastest GTU Lap: #87–Elliott Forbes-Robinson (97.853 mph on 73rd lap)

Pocono International Raceway / September 9, 1984

POCONO 500 KILOMETER CAMEL GT, LONG POND, PA., 111 LAPS/310.8 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Al Holbert/Derek Bell	14	Porsche 962	GT	111
2	5	Bob Tullius/Doc Bundy	44	Jaguar XJR-5	GT	110
3	4	Don Whittington/Dale Whittington	57	Chevrolet March	GT	110
4	3	Sarel Van Der Merwe/Tony Martin	0	Porsche March	GT	110
5	1	Randy Lanier/Bill Whittington	56	Chevrolet March	GT	107
6	14	Bob Akin/John O'Steen	5	Porsche 962	GT	107
7	13	Andy Blank/John Andretti	10	Ford Argo	GT	106
8	16	Jim Downing/John Maffucci	63	Mazda Argo	GT	101
9	18	Robert Overby/Don Bell	01	Buick Argo	GT	99
10	19	Gene Felton	65	Chevrolet Camaro	GTO	99
11	20	Chester Vincentz/Jim Mullen	91	Porsche 934	GTO	98
12	22	John Schneider/Elliott Forbes-Robinson	87	Porsche 924 Carrera	GTU	97
13	26	Jack Baldwin	76	Mazda RX-7	GTU	96
14	27	Jack Dunham/Jeff Kline	66	Mazda RX-7	GTU	96
15	17	Pierre Honegger/David Loring	70	Mazda GTP	GT	95
16	28	Uli Bieri/Matt Gysler	40	BMW M-1	GTO	94
17	24	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	94
18	31	George Alderman/Carson Baird	32	Datsun ZX	GTU	94
19	30	Wayne Darling/Robert Fontaine	02	Chevrolet Camaro	GTO	94
20	34	Clay Young/Doug Grunnet	84	Pontiac Fiero	GTU	93
21	10	Kenper Miller/David Cowart	25	Chevrolet March	GT	93
22	39	Gary Altman/Mark Altman	31	Porsche 911	GTU	92
23	9	John Kalagian/John Lloyd	15	Chevrolet March	GT	90
24	38	Ray Hendricks/Bruce Jankowitz	89	Porsche 914/6	GTU	90
25	36	Tom Aquilante/David Wolpert	52	Chevrolet Corvette	GTO	89
26	21	Rob Dyson/Ken Slagle	78	Pontiac Firebird	GTO	88
27	32	Kelly Marsh/Ron Pawley	93	Mazda RX-7	GTU	87
28	11	Gianpiero Moretti	30	Ford Momo	GT	80
29	7	John Paul Jr./John Morton	45	Chevrolet March	GT	76
30	33	Chris Dembs/Don Anderson	75	Mazda RX-7	GTU	76
31	25	Del Taylor/John Hayes-Harlow	22	Pontiac Firebird	GTO	74
32	44	Richard Graves/Alice Graves	36	Porsche 914/6	GTU	74
33	40	Bruce Jones/Fred Apgar	96	Porsche 914/6	GTU	72
34	41	George Hulse/Steve Zwiren	09	Porsche Carrera	GTO	71
35	6	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	70
36	43	Mike Oleyar/Tom Rynone/David Kisak	83	Chevrolet Corvette	GTO	57
37	35	Bob Speakman	81	Datsun Z	GTU	53
38	29	Fernando Sabino/Boy Hayje	05	Ford Mustang	GTO	50
39	37	Helmut Silberberger/Gaston Andrey	11	Mazda RX-7	GTU	32
40	12	Whitney Ganz	6	Buick Argo	GT	26
41	8	Wayne Baker	9	Chevrolet March	GT	20
42	15	Bard Boand	33	Chevrolet Lola	GT	11
43	42	Frank Rubino	13	Mazda RX-7	GTU	8
44	23	Bob Bergstrom	79	Porsche 924 Carrera	GTU	2

Purse: $68,550
Winners' Share: $17,500
Time of Race: 2:42:14.801
Winning Speed: 114.936 mph (Record)
Margin of Victory: One lap, 21.992 seconds
Fastest GT Qualifier: #56–Bill Whittington: 123.714 mph (1:21.478) (Record)
Fastest GTO Qualifier: #65–Gene Felton: 108.343 mph (1:33.038)
Fastest GTU Qualifier: #87–Elliott Forbes-Robinson: 107.108 mph (1:34.111) (Record)
Fastest GT Lap: #0–Sarel Van Der Merwe (121.037 mph on third lap) (Record)
Fastest GTO Lap: #65–Gene Felton (109.852 mph on 24th lap) (Record)
Fastest GTU Lap: #87–Elliott Forbes-Robinson (104.695 mph on 30th lap) (Record)

Michigan International Raceway / September 16, 1984

MICHIGAN 500 KILOMETER CAMEL GT, BROOKLYN, MICH., 163 LAPS/309.7 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Randy Lanier/Bill Whittington	56	Chevrolet March	GT	163
2	14	David Cowart/Kenper Miller	25	Chevrolet March	GT	161
3	15	Bruce Leven/Bill Adam	86	Porsche 962	GT	161
4	9	John Kalagian/John Lloyd	15	Chevrolet March	GT	157
5	26	Chester Vincentz/Jim Mullen	91	Porsche 934	GTO	152
6	20	Ray McIntyre/Mike Brockman	46	Chevrolet Lola	GT	151
7	16	Charles Morgan/Whitney Ganz	6	Buick Argo	GT	151
8	22	John Bauer/Bruce Jenner	77	Ford Thunderbird	GTO	150
9	4	Al Holbert/Derek Bell	14	Porsche 962	GT	150
10	12	Gianpiero Moretti/Dennis Aase	30	Ford Momo	GT	148
11	7	Bob Tullius/Doc Bundy	44	Jaguar XJR-5	GT	147
12	31	Uli Bieri/Matt Gysler	40	BMW M-1	GTO	146
13	29	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	146
14	25	John Schneider/Price Cobb	2	Pontiac Firebird	GTO	126
15	10	Wayne Baker/Jack Newsome	9	Chevrolet March	GT	112
16	33	Danny Schott/Jim Fay	35	Pontiac Firebird	GTO	109
17	13	Wayne Pickering/Elliott Forbes-Robinson	3	Buick March	GT	95
18	32	Del Taylor/John Hayes-Harlow	22	Pontiac Firebird	GTO	83
19	3	John Paul Jr./John Morton	45	Chevrolet March	GT	79
20	8	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	76
21	17	Lyn St. James/Howdy Holmes	07	Ford Argo	GT	68
22	28	Bill Wink/Tim Evans	36	Chevrolet Camaro	GTO	68
23	5	Sarel Van Der Merwe/Tony Martin	0	Porsche March	GT	58
24	1	Klaus Ludwig	7	Ford Mustang GTP	GT	54
25	27	Rob Dyson/Ken Slagle	78	Pontiac Firebird	GTO	35
26	30	David Horchler	97	Pontiac Firebird	GTO	33
27	23	Jim Downing/John Maffucci	63	Mazda Argo	GT	33
28	21	Don Bell/Robert Overby	01	Buick Argo	GT	23
29	18	Andy Blank	10	Ford Argo	GT	22
30	6	Bob Akin/John O'Steen	5	Porsche 962	GT	21
31	19	Dale Whittington	57	Chevrolet March	GT	11
32	24	Gary English	65	Chevrolet Camaro	GTO	9
33	11	Bobby Rahal	06	Ford Mustang GTP	GT	0

Purse: $64,300
Winners' Share: $18,000
Time of Race: 3:17:28.952
Winning Speed: 94.094 mph (Record)
Margin of Victory: Two laps, 2.979 seconds
Fastest GT Qualifier: #7–Klaus Ludwig: 105.205 mph (1:05.016) (Record)
Fastest GTO Qualifier: #77–John Bauer: 95.804 mph (1:11.396) (Record)
Fastest GT Lap: #56–Bill Whittington (103.542 mph on 48th lap) (Record)
Fastest GTO Lap: #91–Chester Vincentz (94.724 mph on 10th lap) (Record)

Watkins Glen International / September 30, 1984

NEW YORK 500 FOR THE STEUBEN CUP, WATKINS GLEN, N.Y., 92 LAPS/310.684 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	Dale Whittington/Randy Lanier	57	Chevrolet March	GT	92
2	54	John Kalagian/John Lloyd	15	Chevrolet March	GT	92
3	9	Lyn St. James/Howdy Holmes	07	Ford Argo	GT	92
4	11	Charles Morgan/Whitney Ganz	6	Buick Argo	GT	90
5	16	Jim Downing/John Maffucci	63	Mazda Argo	GT	89
6	24	Werner Frank/Dave White	26	Porsche Turbo	GT	88
7	28	Clay Young	84	Pontiac Fiero	GTU	86
8	19	Chester Vincentz/Jim Mullen	91	Porsche 934	GTO	86

9	17	John Jellinek/Alain deCadenet/Yves Courage	28	Ford Cougar	GT	85
10	12	Ray McIntyre	46	Chevrolet Lola	GT	85
11	14	Bard Boand/Richard Anderson/Mike Brummer	33	Chevrolet Lola	GT	84
12	20	John Schneider/Elliott Forbes-Robinson	87	Porsche 924 Carrera	GTU	83
13	26	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	83
14	25	Dennis Aase/Chris Cord	99	Toyota Celica	GTU	83
15	37	Kelly Marsh/Don Marsh	93	Mazda RX-7	GTU	83
16	27	Jack Baldwin/Ira Young	76	Mazda RX-7	GTU	83
17	15	John Bauer/Bruce Jenner	77	Ford Thunderbird	GTO	83
18	7	Bob Akin/John O'Steen	5	Porsche 962	GT	82
19	41	Tim Selby/Earl Roe	29	Porsche 914/6	GTU	80
20	35	Bill Gelles/Steve Cohen/Eno DePasquale	21	Ferrari 512BB	GT	80
21	43	Gary Altman/Mark Altman	31	Porsche 911	GTU	80
22	10	Andy Blank/John Andretti	10	Ford Argo	GT	79
23	47	Bruce Jones/Fred Apgar	96	Porsche 914/6	GTU	79
24	42	Ray Hendricks/Bruce Jankowitz	89	Porsche 914/6	GTU	79
25	40	Dick Greer	92	Mazda RX-7	GTO	79
26	46	John Higgins/James King	71	Porsche 911	GTU	78
27	52	Tim Ciccone/Patty Moise	51	Chevrolet Camaro	GTO	78
28	38	Chris Dembs/Don Anderson	75	Mazda RX-7	GTU	78
29	49	George Hulse/Steve Zwiren	09	Porsche Carrera	GTO	70
30	2	Al Holbert/Derek Bell	14	Porsche 962	GT	68
31	5	John Paul Jr./John Morton	45	Chevrolet March	GT	63
32	34	Al Bacon/Taku Akaine	17	Mazda RX-7	GTU	60
33	51	Frank Rubino/Ray Mummery	13	Mazda RX-7	GTU	60
34	33	Carson Baird/Bill Coykendahl	32	Datsun ZX	GTU	56
35	39	Peter Kuhn	8	Polimotor Lola	GT	53
36	50	Carson Hurley/Joe Hutton	80	Datsun ZX	GTU	50
37	4	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	48
38	1	Bill Whittington	56	Chevrolet March	GT	48
39	36	Joe Maloy	68	Chevrolet Camaro	GTO	48
40	55	Thomas Aquila/David Wolpert	52	Chevrolet Corvette	GTO	46
41	21	Diego Montoya	43	BMW M-1	GTO	43
42	31	Jack Dunham	66	Mazda RX-7	GTU	43
43	8	David Cowart/Kenper Miller	25	Chevrolet March	GT	37
44	6	Bob Tullius	44	Jaguar XJR-5	GT	34
45	44	David Kicak	11	Chevrolet Corvette	GTO	25
46	32	Uli Bieri	40	BMW M-1	GTO	20
47	53	Roy Newsome	02	Mazda RX-7	GTO	17
48	29	Tom Winters	79	Porsche 924 Carrera	GTU	16
49	13	Brent O'Neill	61	Ford Argo	GT	16
50	23	Dick Valentine	85	Pontiac Firebird	GTO	10
51	30	Tom Klausler	20	Ford Mustang	GTO	9
52	18	Gary English	65	Chevrolet Camaro	GTO	5
53	45	Tom Rynone	83	Chevrolet Corvette	GTO	5
54	22	Rob Dyson	78	Pontiac Firebird	GTO	4
55	48	Kent Hill	74	Porsche 924 Carrera	GTU	3
56	56	John Hayes	22	Pontiac Firebird	GTO	2

Purse: $105,500
Winners' Share: $23,000
Time of Race: 3:09:02.682
Winning Speed: 98.607 mph (Record)
Margin of Victory: One minute, 33.468 seconds
Fastest GT Qualifier: #56–Bill Whittington: 122.688 mph (1:39.09) (Record)
Fastest GTO Qualifier: #77–John Bauer: 107.217 mph (1:53.389) (Record)
Fastest GTU Qualifier: #87–Elliott Forbes-Robinson: 103.768 mph (1:57.158) (Record)
Fastest GT Lap: #14–Al Holbert (119.071 mph on 43rd lap) (Record)
Fastest GTO Lap: #77–John Bauer (104.74 mph on second lap) (Record)
Fastest GTU Lap: #84–Clay Young (102.437 mph on eighth lap) (Record)

Daytona International Speedway / November 25, 1984

EASTERN AIRLINES 3-HOUR CAMEL GT, DAYTONA BEACH, FLA., 91 LAPS/323.96 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Al Holbert/Derek Bell	14	Porsche 962	GT	91
2	12	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	91
3	4	Bob Wollek/Al Holbert	9	Porsche 962	GT	88
4	6	Bruce Leven/David Hobbs	86	Porsche 962	GT	88
5	5	Klaus Ludwig/Tom Gloy	7	Ford Mustang GTP	GT	86
6	2	Sarel Van Der Merwe/Ian Scheckter	0	Porsche March	GT	86
7	18	Lyn St. James/Jim Trueman	07	Ford Argo	GT	86
8	21	Willy T. Ribbs/Wally Dallenbach Jr.	67	Ford Mustang	GTO	84
9	28	Walt Bohren	47	Chevrolet Corvette	GTO	82
10	23	Terry Labonte	4	Chevrolet Camaro	GTO	80
11	25	Fomfor/Albert Naon	18	Chevrolet Sauber	GT	80
12	46	Dan Schott/Austin Godsey	35	Pontiac Firebird	GTO	80
13	20	Ken Madren/Wayne Pickering/John Paul Jr.	3	Buick March	GT	80
14	52	John Schneider/Elliott Forbes-Robinson	87	Porsche 924 Carrera	GTU	79
15	35	Don Knowles/John Heinricy	8	Chevrolet Corvette	GTO	79
16	26	Les Lindley/Pancho Weaver	62	Pontiac Firebird	GTO	79
17	19	Al Leon/Art Leon	2	Chevrolet March	GT	78
18	44	Jack Baldwin/Ira Young	76	Mazda RX-7	GTU	78
19	15	Don Courtney/Brent O'Neill	61	Ford Argo	GT	77
20	58	Luis Mendez/Cristobal Marte	68	Porsche Carrera	GTO	77
21	53	Chris Cord/Dennis Aase	99	Toyota Celica	GTU	77
22	71	Bob Speakman/Paul Brand	81	Datsun ZX	GTU	76
23	72	Gaston Andrey/Peter Greenfield	82	Mazda Tiga	GT	75
24	51	Don Bell/Mike Brockman	01	Buick Argo	GT	75
25	56	Al Bacon/Charles Guest	17	Mazda RX-7	GTU	75
26	16	John Kalagian/John Lloyd	15	Chevrolet March	GT	74
27	68	M.H. Schaefer/Peter Uria/Jack Refenning	09	Porsche 911	GTO	74
28	67	Fritz Hochreuter	58	Porsche Carrera	GTO	74
29	29	Kurt Roehrig	66	Buick Regal	GTO	73
30	32	Allen Glick/Billy Scyphers	77	Chevrolet Corvette	GTO	73
31	13	Gianpiero Moretti/Giorgio Francia	30	Ford Momo	GT	73
32	38	Diego Montoya/Brian Goellnicht	43	BMW M-1	GTO	73
33	65	Tommy Morrison/Mark Jones	60	Mazda RX-7	GTU	73
34	69	Peter Welter/Tom Burdsall	37	Mazda RX-7	GTU	72
35	55	Paul Lewis/Jeff Kline	42	Mazda RX-7	GTU	70
36	30	Phil Currin/John Carruso	98	Chevrolet Corvette	GTO	68
37	45	Howard McCall/Tom Sheehy	53	Chevrolet Camaro	GT	67
38	70	Al Levenson/Ted Borkowski	96	Chevrolet Corvette	GTO	66
39	32	Dick Valentine	75	Pontiac Firebird	GTO	66
40	3	Bill Whittington	1	Chevrolet March	GT	65
41	47	George Wilkie/Bob Johnson	12	BMW Osella	GT	63
42	61	Paul Goral/Marty Hinze	49	Porsche Turbo	GT	59
43	49	Roger Mandeville/Amos Johnson	38	Mazda RX-7	GTO	58
44	22	Charles Morgan/Whitney Ganz	6	Buick Argo	GT	56
45	54	George Alderman/Carson Baird	32	Datsun ZX	GTU	53
46	57	Ludwig Heimrath Sr./Ludwig Heimrath Jr.	50	Porsche 924 Carrera	GTU	53
47	11	Bob Tullius/Doc Bundy	44	Jaguar XJR-5	GT	48
48	73	Jim Fowells/Ray Mummery	27	Mazda RX-7	GTU	48
49	8	Randy Lanier	57	Chevrolet March	GT	42
50	31	Gary English	65	Chevrolet Camaro	GTO	41
51	14	Bob Akin/Jim Mullen	5	Porsche 962	GT	40
52	27	Werner Frank/Dave White	26	Porsche Turbo	GT	38
53	40	Ricardo Londono/Luis Londono	23	Chevrolet Corvette	GTO	38
54	60	Don Yenko	11	Chevrolet Camaro	GT	35
55	74	Irwin Ayes/Al White	28	Chevrolet Corvette	GTO	34
56	17	David Cowart/Kenper Miller	25	Chevrolet March	GT	31
57	10	Emerson Fittipaldi	85	Buick March	GT	29
58	48	Clay Young	84	Pontiac Fiero	GTU	28

59	9	John Paul Jr./John Morton	45	Buick March	GT	25
60	50	Greg Walker	19	Chevrolet Corvette	GTO	22
61	36	Tommy Riggins/Harold Shafer	72	Chevrolet Camaro	GTO	21
62	59	Kelly Marsh	93	Mazda RX-7	GTO	20
63	66	Frank Rubino	13	Mazda RX-7	GTU	20
64	34	Jim Downing	63	Mazda Argo	GT	18
65	33	Jeff Hudlett	88	Chevrolet Camaro	GTO	17
66	62	Dick Greer	92	Mazda RX-7	GTO	16
67	41	David Horchler	97	Pontiac Firebird	GTO	15
68	63	Carlos Munoz	73	Chevrolet Camaro	GTO	11
69	7	Geoff Brabham	06	Ford Mustang GTP	GT	10
70	37	Tom Winters	79	Porsche 924 Carrera	GTU	8
71	43	Uli Bieri	40	BMW M-1	GTO	8
72	24	Preston Henn	16	Porsche Turbo	GT	0
73	64	Bill Wessel	83	Chevrolet Corvette	GTO	
74	39	Jamsal	89	Porsche Carrera	GTO	

Purse: $65,175
Winners' Share: $15,000
Time of Race: 3:00:59.61
Winning Speed: 107.394 mph (Record)
Margin of Victory: 30.51 seconds
Fastest GT Qualifier: #14–Derek Bell: 126.256 mph (1:41.508) (Record)
Fastest GTO Qualifier: #67–Willy T. Ribbs: 115.544 mph (1:50.919) (Record)
Fastest GTU Qualifier: #79–Bob Bergstrom: 108.142 mph (1:58.511) (Record)
Fastest GT Lap: #14–Derek Bell (121.815 mph on 69th lap) (Record)
Fastest GTO Lap: #67–Wally Dallenbach Jr. (112.437 mph on third lap) (Record)
Fastest GTU Lap: #87–Elliott Forbes-Robinson (104.172 mph on 33rd lap) (Record)

1984 Champions and Award Winners

GT Champion: Randy Lanier
Chassis Champion: March
Engine Champion: Chevrolet
Mechanic of the Year: Keith Leighton (March #56, March #57)
Most Improved Driver: Randy Lanier

Daytona International Speedway / February 2-3, 1985

SUN BANK 24 AT DAYTONA, DAYTONA BEACH, FLA., 703 LAPS/2,502.68 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	A.J. Foyt/Bob Wollek/Al Unser/Thierry Boutsen	8	Porsche 962	GT	703
2	4	Al Holbert/Derek Bell/Al Unser Jr.	14	Porsche 962	GT	686
3	12	Jim Busby/Rick Knoop/Jochen Mass	67	Porsche 962	GT	674
4	5	Bob Akin/Hans Stuck/Paul Miller	5	Porsche 962	GT	670
5	20	Jim Mullen/Ray McIntyre/Kees Nierop	7	Porsche Turbo	GT	668
6	14	Art Leon/Skeeter McKitterick/Terry Wolters	2	Chevrolet March	GT	654
7	6	Al Leon/Randy Lanier/Bill Whittington	1	Porsche March 83G	GT	652
8	25	John Jones/Wally Dallenbach Jr./Doc Bundy	65	Ford Mustang	GTO	637
9	28	Wayne Baker/Jack Newsum/Chip Mead	9	Porsche Turbo	GT	624
10	41	Kelly Marsh/Ron Pawley/Don Marsh	93	Mazda Argo	L	602
11	52	Danny Smith/Tom Waugh/Diego Febles	53	Mazda RX-7	GTO	599
12	54	Amos Johnson/Jack Dunham/Yojiro Terada	71	Mazda RX-7	GTU	599
13	74	Jim Downing/John Maffucci/Yoshimi Katayama	63	Mazda Argo	L	599
14	62	Mike Shaefer/Peter Uria/Jack Refenning/Larry Figaro	09	Porsche Carrera	GTO	586
15	26	Les Delano/Andy Petery/Tommy Riggins	90	Pontiac Firebird	GTO	578
16	36	Bill Gelles/Steve Cohen/Don Walker	21	Ferrari 512BB	GTO	567
17	27	Charles Morgan/Jim Miller/Bill Alsup	6	Buick Argo	GT	564
18	49	Paul Lewis/Scott Pruett/Joe Varde	42	Mazda RX-7	GTU	558
19	50	Chris Cord/Dennis Aase	99	Toyota Celica	GTU	533
20	61	Fern Prego/Chris Gennone/Hoyt Overbagh/Lewis Fuller	92	Chevrolet Camaro	GTO	516
21	29	Chuck Kendall/John Hotchkis/Peter Fitzgerald	11	Porsche Turbo	GT	512
22	18	Gianpiero Moretti/Massimo Sigala/Jim Trueman	30	Ford Alba	GT	505
23	51	Tom Burdsall/Peter Welter/Nick Nicholson	37	Mazda Tiga	L	501
24	38	Allan Moffat/Gregg Hansford/Kevin Bartlett/Peter McCloud	96	Mazda RX-7	GTO	482
25	76	Dennis Winfree/William Phalp/Wally Hopkins	94	Porsche 911	GTU	477
26	56	Clark Howey/Dale Kock/Tracy Wolf	73	Chevrolet Camaro	GTO	467
27	55	Raul Garcia/Eugenio Mattienzo	78	Pontiac Firebird	GTO	454
28	19	Ken Madren/Wayne Pickering/Bobby Allison	3	Buick March	GT	437
29	43	Karl Keck/Bill Wessel/Mark Kennedy	83	Chevrolet Corvette	GTO	436
30	71	Rusty Schmidt/Scott Schmidt/Steve Schmidt	43	Chevrolet Corvette	GTO	413
31	60	M.L. Speer/Bobby Hefner/Jack Griffin	35	Porsche 911	GTO	395
32	9	John Kalagian/John Lloyd/Tommy Grunnah	15	Chevrolet March	GT	394
33	30	Richard Anderson/Bard Boand/Mike Brummer	33	Chevrolet Lola	GT	373
34	53	Del Russo Taylor/John Hayes-Harlow/Bobby Lee	22	Pontiac Firebird	GTO	351
35	73	Albert Naon/Fernando Garcia/Dennis Vitolo	49	Porsche 911	GTU	336
36	1	John Paul Jr./Bill Adam/Whitney Ganz	45	Buick March 85G	GT	330
37	31	Les Lindley/Neil Bonnett/Jim Derhaag	80	Chevrolet Camaro	GTO	295
38	37	Harold Shafer/Tom Nehl/Kent Painter	72	Chevrolet Camaro	GTO	283
39	33	Gary Baker/Robin McCall/Joe Ruttman	28	Chevrolet Corvette	GTO	281
40	2	Sarel Van Der Merwe/Ian Scheckter/Tony Martin	0	Porsche March	GT	260
41	58	Roger Mandeville/Logan Blackburn/Takashi Yorino	38	Mazda RX-7	GTO	220
42	69	George Alderman/Joe Hill/Steve Alexander	81	Ferrari 308GTB	GTU	219
43	32	Jamsal/Eduardo Galdamez/Anbagua	89	Porsche 934	GTO	217
44	67	Robert Peters/George Schwarz/Andre Schwarz	55	Mazda RX-7	GTU	214
45	48	Jack Baldwin/Ira Young/Jeff Kline	76	Mazda RX-7	GTU	205
46	8	Bob Tullius/Brian Redman/Hurley Haywood	44	Jaguar XJR-5	GT	203
47	66	Steve Zwiren/Anthony PioCosta/Michael Allison	57	Mazda RX-7	GTU	188
48	59	Paul Goral/Hugh Gralia/Emory Donaldson	31	Porsche Turbo	GT	183
49	34	John McComb/Rick Mancuso/Fred Fiala	51	Ferrari 512BB	GTO	171
50	64	Al Bacon/Charles Guest/Steve Millen	17	Mazda RX-7	GTU	170
51	13	Lew Price/Carson Baird/Terry Labonte	4	Chevrolet Lola T710	GT	160
52	11	Tommy Byrne/Darin Brassfield/Michael Roe	29	Chevrolet March	GT	159
53	36	Lance Van Every/Ash Tisdelle/Jack Refenning	95	Porsche Turbo	GT	157
54	23	Willy T. Ribbs/Jim Miller/John Bauer	06	Ford Mustang	GTO	157
55	10	Chip Robinson/Claude Ballot-Lena/Jim Adams	04	Jaguar XJR-5	GT	154
56	68	Tony Swan/Steve Dietrich/Bob Ruth	60	Mazda RX-7	GTU	150
57	47	Dave Heinz/Dave Barnett/Jerry Thompson	54	Chevrolet Corvette	GTO	138
58	44	Bob Beasley/Jack Lewis/Chuck Grantham	66	Porsche Carrera	GTO	118
59	15	Pete Halsmer/John Morton/Dieter Quester	68	Porsche 962	GT	107
60	7	Henri Pescarolo/Thierry Boutsen/Bruce Leven	86	Porsche 962	GT	101
61	24	Allen Glick/Billy Scyphers/Bill Cooper	97	Chevrolet Corvette	GTO	99
62	17	David Cowart/Kenper Miller/Mauricio DeNarvaez	25	Chevrolet March	GT	92
63	45	John Schneider/Elliott Forbes-Robinson/Don Istook	87	Porsche 924 Carrera	GTU	89
64	39	Michael Hammond/Don Kravig/Jim Torres	58	Porsche 934	GTO	86
65	63	Frank Rubino/Dennis Wagoner/Ken Knott	13	Mazda RX-7	GTU	67
66	42	Fred Baker/Dick Silver/Don Herman	20	Porsche Turbo	GT	62
67	46	Don Cummings/Greg Walker/Craig Rubright	70	Chevrolet Corvette	GTO	58
68	21	Lyn St. James/Tim Coconis/Eric Lang	07	Ford Argo	GT	54
69	57	Drake Olson/Willard Howe/Steve Potter	08	Mazda RX-7	GTU	45
70	65	John Petrick/Donald Wallace/Don Sikes	77	Mazda RX-7	GTU	36
71	72	Walt Bohren/Ron Bouchard	47	Pontiac Firebird	GTO	35
72	40	Luis Sereix/Ralph Noseda	41	Pontiac Firebird	GTO	28
73	75	Clay Young	84	Pontiac Fiero	GTU	21
74	22	Harald Grohs	16	Porsche Turbo	GT	15
75	16	Don Courtney/Brent O'Neill/Steve Shelton	61	Ford Royale	GT	14
76	70	Paul Gentilozzi	74	Porsche 924 Carrera	GTU	12

Purse: $170,600
Winners' Share: $38,000
Time of Race: 24:01:36.24
Winning Speed: 104.162 mph (Record)
Lights Winning Speed: 88.078 mph (Record)
GTO Winning Speed: 94.293 mph (Record)
GTU Winning Speed: 88.681 mph (Record)
Margin of Victory: Three minutes, 3.84 seconds
Fastest GT Qualifier: #45–John Paul Jr.: 126.278 mph (1:41.49) (Record)
Fastest Lights Qualifier: #93–Kelly Marsh: 105.395 mph (2:01.6) (Record)
Fastest GTO Qualifier: #06–Willy T. Ribbs: 113.994 mph (1:52.427)
Fastest GTU Qualifier: #87–Elliott Forbes-Robinson: 104.716 mph (2:02.388)
Fastest GT Lap: #14–Al Holbert (118.191 mph on second lap)
Fastest Lights Lap: #63–Jim Downing (107.973 on 582nd lap) (Record)
Fastest GTO Lap: #90–Tommy Riggins (109.436 mph on 554th lap)
Fastest GTU Lap: #87–Elliott Forbes-Robinson (103.696 mph on fourth lap) (Record)

Miami Grand Prix Street/Road Circuit / February 24, 1985

LOWENBRAU GRAND PRIX OF MIAMI, MIAMI, FLA., 111 LAPS/203.35 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	Al Holbert/Derek Bell	14	Porsche 962	GT	111
2	8	David Hobbs/Darin Brassfield	29	Chevrolet March	GT	111
3	4	Emerson Fittipaldi/Tony Garcia	85	Chevrolet March	GT	111
4	7	Hurley Haywood/Chip Robinson	04	Jaguar XJR-5	GT	110
5	11	John Kalagian/John Lloyd	15	Chevrolet March	GT	108
6	14	Jim Busby/Rick Knoop	67	Porsche 962	GT	108
7	20	Chip Mead/Carson Baird	4	Chevrolet Lola	GT	107
8	29	Henri Pescarolo/Claude Ballot-Lena	86	Porsche 962	GT	106
9	9	Jan Lammers/Roberto Guerrero	84	Buick March	GT	106
10	15	David Cowart/Kenper Miller	25	Chevrolet March	GT	104
11	27	Charles Morgan/Bill Alsup	6	Buick Royale	GT	104
12	6	Randy Lanier/Bill Whittington	1	Chevrolet March	GT	103
13	19	Steve Shelton/Tom Shelton	62	Chevrolet March	GT	103
14	34	Mauricio DeNarvaez/John Winter	48	Porsche Turbo	GT	102
15	21	Al Leon/Art Leon	2	Chevrolet March	GT	102
16	28	Richard Anderson/Bard Boand	33	Chevrolet Lola T-600	GT	101
17	32	Jim Downing/John Maffucci	63	Mazda Argo	L	99
18	23	Bob Akin/Jim Mullen	5	Porsche 962	GT	94
19	12	Don Courtney/Brent O'Neill	61	Ford Royale	GT	87
20	36	J. Thoelke/Frank Jelinski	72	Ford Gebhardt	GT	86
21	13	Gianpiero Moretti/Massimo Sigala	30	Ford Alba	GT	85
22	33	Gaston Andrey/Bob Herlin	82	Mazda Tiga	L	78
23	22	Wayne Baker/Jack Newsum	9	Chevrolet March	GT	77
24	1	John Paul Jr.	45	Buick March 83G	GT	77
25	2	Bob Wollek/A.J. Foyt	8	Porsche 962	GT	75
26	17	Chuck Kendall/Jim Cook	11	Chevrolet March	GT	74
27	31	Ken Madren/Wayne Pickering	3	Buick March	GT	73
28	18	Lyn St. James/Eric Lang	7	Ford Argo	GT	70
29	35	Kelly Marsh/Don Marsh	93	Mazda Argo	L	69
30	25	Fomfor/Albert Naon	18	Chevrolet Sauber	GT	65
31	26	Don Bell	01	Buick Argo	GT	47
32	16	John Gunn/Gary Belcher	39	Chevrolet Phoenix	GT	43
33	24	Victor Gonzalez/Hugo Gralia	26	Chevrolet Rondeau	GT	29
34	38	Tico Almeida/Mike Morejon	05	Ford Lola	GT	25
35	37	Nick Nicholson	37	Mazda Tiga	L	24
36	10	Randy Lanier	10	Chevrolet March	GT	13
37	30	Jonathan Palmer	30	Ford Arundel	GT	7
38	5	Brian Redman	5	Jaguar XJR-5	GT	3

Purse: $128,850
Winners' Share: $51,000
Time of Race: 3:00:17.06
Winning Speed: 68.342 mph
Lights Winning Speed: 60.443 mph (Record)
Margin of Victory: 5.17 seconds
Fastest GT Qualifier: #45–John Paul Jr.: 82.066 mph (1:21.154) (Record)
Fastest Lights Qualifier: #63–Jim Downing: 74.842 (1:28.987) (Record)
Fastest GT Lap: #29–David Hobbs (79.298 mph on 34th lap) (Record)
Fastest Lights Lap: #93–Kelly Marsh (71.989 on 35th lap) (Record)

Sebring International Raceway / March 23, 1985

COCA-COLA 12 CLASSIC HOURS OF SEBRING, SEBRING, FLA., 281 LAPS/1,365.66 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	13	A.J. Foyt/Bob Wollek	8	Porsche 962	GT	281
2	2	Al Holbert/Derek Bell/Al Unser Jr.	14	Porsche 962	GT	277
3	12	Pete Halsmer/Rick Knoop/Dieter Quester	68	Porsche 962	GT	268
4	3	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	259
5	18	Jim Downing/John Maffucci	63	Mazda Argo	L	253
6	49	Wally Dallenbach Jr./John Jones	65	Ford Mustang	GTO	251
7	10	Al Leon/Art Leon/Skeeter McKitterick	2	Porsche March	GT	250
8	46	Chuck Kendall/John Hotchkis/Bob Kirby	11	Porsche Turbo	GT	240
9	40	Les Delano/Andy Petery/Patty Moise	90	Pontiac Firebird	GTO	239
10	41	Peter Uria/M.H. Schaefer/Larry Figaro	09	Porsche Carrera	GTO	237
11	34	Don Courtney/Brent O'Neill/Mike Hackney	61	Chevrolet Monza	GTO	231
12	31	Jamsal/Kikos Fonseca/Alfredo Mena	89	Porsche 934	GTO	219
13	32	Danny Smith/Tom Waugh	53	Mazda RX-7	GTO	218
14	33	Tom Burdsall/Peter Welter/Nick Nicholson	37	Mazda Tiga	L	216
15	61	Gary Auberlen/Pete Jauker/Adrian Gang	56	Porsche 911	GTU	209
16	23	Kelly Marsh/Ron Pawley/Don Marsh	93	Mazda Argo	L	205
17	51	Paul Goral	31	Porsche Turbo	GT	204
18	57	Rainer Brezinka/John Centano/Fritz Hochreuter	39	Porsche Carrera	GTO	202
19	53	Tom Kendall/Bart Kendall/Max Jones	00	Mazda RX-7	GTU	202
20	28	Rick Borlase/Michael Hammond/Jim Torres	58	Porsche 934	GTO	198
21	59	Larry O'Brien/Mike Van Steenburg	34	Mazda OVS-1	L	184
22	69	Bob Lee/Bill Julian/Jeff Hudlett	98	Buick Skyhawk	GTO	182
23	22	Dick Silver/Don Herman/Fred Baker	20	Porsche Turbo	GT	182
24	30	Roger Mandeville/Logan Blackburn	38	Mazda RX-7	GTO	180
25	73	Jack Griffin/Bobby Hefner/Skip Winfree	35	Porsche 911	GTU	178
26	6	Jim Busby/John Morton/Jochen Mass	67	Porsche 962	GT	175
27	8	John Kalagian/John Lloyd	15	Chevrolet March	GT	170
28	55	Ron Case/Dave Panaccione	36	Porsche 911	GTU	165
29	39	Karl Keck/Bill Wessel/Squeak Kennedy	83	Chevrolet Corvette	GTO	158
30	16	Mauricio DeNarvaez/David Cowart/Kenper Miller	43	Porsche Turbo	GT	157
31	47	Roy Newsome/Bill McVey/Dale Kreider	02	Mazda RX-7	GTU	148
32	29	Craig Shafer/George Shafer/Joe Maloy	88	Chevrolet Camaro	GTO	145
33	21	Dave Heinz/Jim Trueman/Jerry Thompson	55	Chevrolet Corvette	GTO	134
34	45	John Higgins/Chip Mead/James King	78	Porsche Carrera	GTO	128
35	14	Preston Henn/Bob Wollek/Don Whittington	7	Porsche Turbo	GT	121
36	70	Don Nooe/Jim Stricklin/Tim Stringfellow	85	Chevrolet Corvette	GTO	118
37	38	Paul Lewis/Scott Pruett/Joe Varde	42	Mazda RX-7	GTU	117
38	37	Ken Bupp/Guy Church/E.J. Generotti	81	Chevrolet Camaro	GTO	116
39	27	Jack Baldwin/Jeff Kline	76	Mazda RX-7	GTU	114
40	4	Randy Lanier/Bill Whittington	1	Chevrolet March	GT	114
41	43	Luis Gordillo/Rolando Falgueras/Manuel Villa	45	Porsche Carrera	GTO	111
42	58	Steve Zwiren/Mike Tearney/Rob Peters	54	Mazda RX-7	GTU	111
43	60	William Boyer/Steve Roberts/John Barben	25	Chevrolet Camaro	GTO	109
44	11	Don Bell/Mike Brockman/Tommy Riggins	01	Buick Argo	GT	105
45	44	Del Taylor/John Hays/Arvid Albanese	22	Pontiac Firebird	GTO	101

46	65	Cameron Worth/Foko Gritzalis	75	Mazda RX-3	GTU	91
47	48	Darin Brassfield/Arie Luyendyk/Jerry Brassfield	29	Chevrolet March	GT	90
48	35	John McComb/Rick Mancuso/Fred Fiala	51	Ferrari 512	GTO	86
49	67	Bob Whitaker/Ed Crosby/Jeff Hudlett	05	Chevrolet Camaro	GT	76
50	17	Marty Hinze/Milt Minter/Art Yarosh	16	Porsche Turbo	GT	70
51	20	Werner Frank/Dave White/Jerry Kendall	26	Porsche Turbo	GT	68
52	42	Al Bacon/Charles Guest/Bobby Akin Jr.	17	Mazda RX-7	GTU	67
53	1	Bob Akin/Hans Stuck/Jim Mullen	5	Porsche 962	GT	66
54	26	Tom Winters/Bob Bergstrom/Elliott Forbes-Robinson	79	Porsche 924 Carrera	GTU	65
55	66	Carlos Munoz/Louis Lopez/Herman Galeano	49	Porsche 911	GTU	65
56	19	Walt Bohren/Steve Millen	47	Pontiac Firebird	GTO	63
57	54	Austin Godsey/Paul Gentilozzi/Kent Hill	74	Porsche 924 Carrera	GTU	59
58	24	Bill Gelles/Steve Cohen	21	Ferrari 512	GTO	54
59	36	Amos Johnson/Jack Dunham	71	Mazda RX-7	GTU	48
60	63	Dennis Wagoner/Ken Knott	13	Mazda RX-7	GTU	46
61	72	John Hofstra/Charles Slater/Mick Robinson	69	Porsche Carrera	GTO	45
62	62	Drake Olson/Steve Potter	08	Mazda RX-7	GTU	44
63	25	Lance Van Every/Ash Tisdelle	95	Porsche Turbo	GT	42
64	68	Tom Hunt/Jim Shelton	60	Mazda RX-3	GTU	40
65	5	Ken Madren/Wayne Pickering/John Paul Jr.	3	Chevrolet March	GT	38
66	56	Don Cummings/Craig Rubright	70	Chevrolet Corvette	GTO	37
67	7	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	36
68	50	Buzz McCall/Pancho Carter	50	Chevrolet Camaro	GTO	34
69	9	Carson Baird/Terry Labonte	4	Chevrolet Corvette GTP	GT	27
70	52	Chris Gennone/Hoyt Overbagh	92	Chevrolet Camaro	GTO	27
71	15	George Schwarz/Frank Jelinski	12	Ford Gebhardt	GT	22
72	64	Rick Habersin/Art Habersin	66	Chevrolet Camaro	GTO	22
73	71	Tom Cripe	48	Porsche 911	GTO	9
74	74	John Bossom	32	Triumph TR8	GTO	0

Purse: $100,925
Winners' Share: $23,200
Time of Race: 12:00:6.858
Winning Speed: 113.787 mph (Record)
Lights Winning Speed: 102.143 mph (Record)
GTO Winning Speed: 101.56 mph (Record)
GTU Winning Speed: 84.588 mph
Margin of Victory: Four laps, 23.073 seconds
Fastest GT Qualifier: #5–Hans Stuck: 131.574 mph (2:12.975) (Record)
Fastest Lights Qualifier: #63–Jim Downing: 111.952 mph (2:36.281) (Record)
Fastest GTO Qualifier: #47–Walt Bohren: 111.57 mph (2:36.816)
Fastest GTU Qualifier: #79–Elliott Forbes-Robinson: 107.963 mph (2:42.056)
Fastest GT Lap: #14–Al Holbert (128.916 mph on 25th lap) (Record)
Fastest Lights Lap: #63–Jim Downing (112.363 on 29th lap) (Record)
Fastest GTO Lap: #65–Wally Dallenbach Jr. (111.824 mph on 18th lap)
Fastest GTU Lap: #79–Elliott Forbes-Robinson (106.97 mph on third lap) (Record)

Road Atlanta / April 14, 1985

ATLANTA JOURNAL-CONSTITUTION GRAND PRIX, BRASELTON, GA., 124 LAPS/312.48 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	4	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	124
2	5	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	123
3	3	Bruce Leven/David Hobbs	86	Porsche 962	GT	122
4	8	Pete Halsmer/John Morton	68	Porsche 962	GT	122
5	1	Al Holbert	14	Porsche 962	GT	120
6	10	Steve Shelton/Darin Brassfield	62	Chevrolet March	GT	120
7	9	Jim Busby/Rick Knoop	67	Porsche 962	GT	117
8	7	Art Leon/Don Whittington	22	Chevrolet March	GT	116
9	12	Al Leon/Skeeter McKitterick	2	Porsche March	GT	116
10	17	Richard Anderson/Bard Boand	33	Chevrolet Lola	GT	115
11	19	John Jones/Wally Dallenbach Jr.	65	Ford Mustang	GTO	114
12	23	Chester Vincentz/Kees Nierop	91	Porsche 934	GTO	111
13	26	Ken Murray/Phil Currin	12	Pontiac Firebird	GTO	111
14	31	Jack Baldwin	76	Mazda RX-7	GTU	109
15	39	Frank Carney/Dick Davenport	23	Nissan 200SX	GTU	106
16	16	Ken Madren/Wayne Pickering	3	Buick March	GT	105
17	14	Bob Akin/Jim Mullen	5	Porsche 962	GT	105
18	22	Elliott Forbes-Robinson/Tom Winters	72	Porsche Fabcar	L	105
19	40	Del Russo Taylor/John Hayes-Harlow/Arvid Albanese	24	Pontiac Firebird	GTO	105
20	37	Roger Mandeville/Danny Smith	38	Mazda RX-7	GTO	103
21	35	Amos Johnson/Jack Dunham	71	Mazda RX-7	GTU	102
22	49	Ray Hendricks/Bruce Jankowitz	89	Porsche 914/6	GTU	102
23	46	Peter Uria/Larry Figaro	09	Chevrolet Camaro	GTO	101
24	34	Scott Pruett	42	Mazda RX-7	GTU	101
25	13	Brent O'Neill/Lyn St. James	61	Cosworth Argo	GT	100
26	48	Bruce Jones/Leo Bottari	96	Porsche 914/6	GTU	99
27	45	Gary Altman/Mark Altman	31	Porsche Carrera	GTO	98
28	21	Jim Downing/John Maffucci	63	Mazda Argo	L	93
29	24	Joe Hill/Steve Alexander	20	Chevrolet Rondeau	GT	92
30	51	John Hofstra/Tom Bailey	69	Porsche Carrera	GTO	92
31	2	John Paul Jr./Bill Adam	45	Buick March	GT	85
32	41	Al Bacon/Charles Guest	17	Mazda RX-7	GTU	75
33	38	Luis Sereix/Daniel Urrutia	41	Pontiac Firebird	GTO	71
34	20	Walt Bohren	47	Pontiac Firebird	GTO	68
35	18	John Bauer/Greg Pickett	7	Ford Thunderbird	GTO	65
36	28	Clay Young	84	Pontiac Firebird	GTU	58
37	36	Danny Smith	53	Mazda RX-7	GTO	56
38	29	Chris Cord/Dennis Aase	99	Toyota Celica	GTU	51
39	15	David Cowart/Kenper Miller	25	Chevrolet March	GT	49
40	53	Jimmy Leeward	10	Chevrolet March	GT	43
41	25	Tim Coconis	8	Polimotor Lola	L	29
42	11	John Kalagian	15	Porsche March	GT	27
43	30	Kelly Marsh	93	Mazda Argo	L	27
44	44	Dick Greer	82	Mazda RX-7	GTU	24
45	6	Darin Brassfield	29	Chevrolet March	GT	20
46	43	Bobby Hefner/Skip Winfree	35	Porsche 911	GTU	20
47	32	Jim Fay	30	Pontiac Firebird	GTO	16
48	33	Andy Petery	90	Pontiac Firebird	GTO	14
49	27	Bob Bergstrom	79	Porsche 924 Carrera	GTU	5
50	47	Paul Goral	19	Porsche Turbo	GT	4
51	50	Paul Romano	08	Mazda RX-7	GTU	2
52	42	George Alderman	32	Nissan 280ZX	GTU	1
53	52	Rob Peters	54	Mazda RX-7	GTU	0

Purse: $64,650
Winners' Share: $12,500
Time of Race: 2:52:10.614
Winning Speed: 108.893 mph (Record)
Lights Winning Speed: 91.536 mph (Record)
GTO Winning Speed: 99.045 mph (Record)
GTU Winning Speed: 94.858 mph (Record)
Margin of Victory: One lap, 34.237 seconds
Fastest GT Qualifier: #14–Al Holbert: 121.742 mph (1:14.518) (Record)
Fastest Lights Qualifier: #63–Jim Downing: 106.383 mph (1:25.277) (Record)
Fastest GTO Qualifier: #7–Greg Pickett: 108.275 mph (1:23.787) (Record)
Fastest GTU Qualifier: #79–Bob Bergstrom: 103 mph (1:28.078) (Record)
Fastest GT Lap: #45–John Paul Jr. (116.943 mph on 52nd lap) (Record)
Fastest Lights Lap: #72–Elliott Forbes-Robinson (104.019 mph on fifth lap (Record)
Fastest GTO Lap: #65–John Jones (105.436 mph on fourth lap) (Record)
Fastest GTU Lap: #84–Clay Young (100.723 mph on 35th lap) (Record)

Riverside International Raceway / April 28, 1985

LOS ANGELES TIMES/NISSAN GRAND PRIX OF ENDURANCE, RIVERSIDE, CALIF., 115 LAPS/373.75 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Pete Halsmer/John Morton	68	Porsche 962	GT	115
2	6	Jim Busby/Rick Knoop	67	Porsche 962	GT	115
3	5	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	110
4	10	Bob Akin/Jim Mullen	5	Porsche 962	GT	109
5	11	Jim Adams/John Hotchkis	0	Porsche March	GT	109
6	16	John Jones/Wally Dallenbach Jr.	65	Ford Mustang	GTO	108
7	25	Jim Downing/John Maffucci	63	Mazda Argo	L	108
8	21	Kelly Marsh/Ron Pawley	93	Mazda Argo	L	106
9	27	Lyn St. James/Bruce Jenner	07	Ford Mustang	GTO	106
10	22	Charles Morgan/Bill Alsup	6	Buick Royale	L	105
11	1	Al Holbert/Al Unser Jr.	14	Porsche 962	GT	103
12	39	Jack Baldwin/Jeff Kline	76	Mazda RX-7	GTU	103
13	18	Tom Gloy/Doc Bundy	7	Ford Thunderbird	GTO	102
14	24	Jim Torres/Monty Shelton	39	Porsche 934	GTO	102
15	33	Ed Swart/David Christian/Brian Goellnicht	43	BMW M-1	GTO	101
16	26	David Schroeder/Karl Durkheimer	52	Chevrolet Corvette	GTO	101
17	52	Bart Kendall/Tom Kendall/Bill Van	00	Mazda RX-7	GTU	99
18	43	Danny Smith/Tom Waugh	53	Mazda RX-7	GTO	99
19	31	Peter Baljet/Ric Moore	16	Chevrolet Camaro	GTO	99
20	15	Bob Brewer/David Jansen	87	Chevrolet Camaro	GTO	99
21	29	Howard Siegel/Ron Nelson	21	Mazda Tiga	L	98
22	45	Paul Lewis/Scott Pruett	42	Mazda RX-7	GTU	98
23	56	Gary Auberlen/Pete Jauker	56	Porsche 911	GTU	98
24	55	Jon Winthrop/Tom Marx/Larry Amberg	51	Porsche 911	GTU	95
25	38	Bob Bergstrom	79	Porsche 924 Carrera	GTU	94
26	59	Roy Newsome/Bill McVey	02	Mazda RX-7	GTU	94
27	53	John Higgins/James King	78	Porsche 911	GTU	94
28	28	Elliott Forbes-Robinson/Skeeter McKitterick	72	Porsche Fabcar	L	94
29	48	Clay Young	10	Pontiac Firebird	GTO	91
30	44	Amos Johnson/Jack Dunham	71	Mazda RX-7	GTU	91
31	4	Bruce Leven/David Hobbs	86	Porsche 962	GT	85
32	51	Steve Wilson/Mike Dietel/Carl McGinn	40	BMW 320i	GTU	81
33	49	Al Bacon/Dennis Krueger	17	Mazda RX-7	GTU	77
34	20	Billy Scyphers/Dan Marvin	97	Chevrolet Corvette	GTO	69
35	57	Sergio Nardi/Ted Dann	26	Porsche 911	GTU	68
36	42	Roger Mandeville/Logan Blackburn	38	Mazda RX-7	GTO	65
37	7	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	58
38	36	Del Taylor/Arvid Albanese	22	Pontiac Firebird	GTO	54
39	17	Don Bell/Jack Newsum	01	Buick Royale	GT	48
40	23	John Klug/Lou Sell	90	Porsche Turbo	GT	47
41	32	Lisa Caceres	80	Chevrolet Camaro	GTO	47
42	46	Frank Honsowetz/Doug Barnhold	48	Nissan 280ZX	GTU	46
43	54	Cary Eisenlohr	94	Nissan 280ZX	GTU	45
44	41	Chris Cord/Steve Millen	99	Toyota Celica	GTU	44
45	37	Bob Earl/Dominic Dobson	55	Pontiac Fiero	GTU	41
46	13	Gianpiero Moretti	30	Ford Momo	GT	40
47	34	Lee Mueller/Terry Visger	92	Merkur	GTU	39
48	8	Darin Brassfield	29	Chevrolet March	GT	34
49	9	John Kalagian	15	Porsche March	GT	30
50	12	Chuck Kendall/Chip Mead	11	Chevrolet Lola	GT	30
51	35	Tim Coconis	8	Polimotor Lola	GTL	22
52	50	Danny Edwards	54	Porsche 911	GTU	22
53	30	Rick Borlase	58	Porsche 934	GTO	20
54	14	Whitney Ganz	46	Buick March	GT	18
55	40	Dick Davenport	23	Nissan 200SX	GTU	18
56	47	George Alderman	32	Nissan 280ZXT	GTU	18
57	58	David Day	95	Nissan 200SX	GTU	13
58	19	Dennis Aase	98	Toyota Celica	GTO	10
59	3	John Paul Jr.	45	Buick March	GT	7

Purse: $106,000
Winners' Share: $22,300
Time of Race: 3:27:25.673
Winning Speed: 108.11 mph (Record)
Lights Winning Speed: 99.002 mph (Record)
GTO Winning Speed: 101.304 mph (Record)
GTU Winning Speed: 96.165 mph (Record)
Margin of Victory: .138 seconds
Fastest GT Qualifier: #45–John Paul Jr.: 126.824 mph (1:32.254) (Record)
Fastest Lights Qualifier: #93–Kelly Marsh: 110.656 mph (1:45.733) (Record)
Fastest GTO Qualifier: #65–Wally Dallenbach Jr.: 114.108 mph (1:42.534) (Record)
Fastest GTU Qualifier: #92–Lee Mueller: 104.941 mph (1:51.491)
Fastest GT Lap: #14–Al Holbert (120.898 mph on third lap)
Fastest Lights Lap: #93–Kelly Marsh (108.83 mph on sixth lap) (Record)
Fastest GTO Lap: #65–Wally Dallenbach Jr. (111.747 mph on fifth lap)
Fastest GTU Lap: #23–Dick Davenport (102.257 mph on ninth lap)

Laguna Seca Raceway / May 5, 1985

NISSAN/MONTEREY TRIPLE CROWN, MONTEREY, CALIF., 98 LAPS/186.2 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	4	Al Holbert	14	Porsche 962	GT	98
2	5	Bob Tullius/Chip Robinson	04	Jaguar XJR-5	GT	98
3	7	Brian Redman/Hurley Haywood	44	Jaguar XJR-5	GT	98
4	9	Pete Halsmer/John Morton	68	Porsche 962	GT	96
5	8	Jim Busby/Rick Knoop	67	Porsche 962	GT	96
6	10	John Kalagian	15	Porsche March	GT	93
7	16	Ludwig Heimrath Jr.	05	Ford Alba	GT	93
8	12	Bill Alsup	6	Buick Royale	L	91
9	13	Jim Downing	63	Mazda Argo	L	91
10	11	Kelly Marsh	93	Mazda Argo	L	91
11	17	Don Devendorf/Tony Adamowicz	83	Nissan GTP XZ-T	GT	91
12	15	Elliott Forbes-Robinson	72	Porsche Fabcar	L	91
13	14	Chuck Kendall	11	Chevrolet Lola	GT	87
14	18	Don Bell/Mike Brockman/Michael Hammond	01	Buick Royale	GT	86
15	1	Bob Wollek	86	Porsche 926	GT	44
16	3	Klaus Ludwig	7	Ford Mustang Probe	GT	27
17	2	John Paul Jr.	45	Buick March	GT	24
18	6	Darin Brassfield	29	Chevrolet March	GT	15

Purse: $50,400
Winner's Share: $13,000
Time of Race: 1:42:36.8
Winning Speed: 108.875 mph (Record)
Lights Winning Speed: 101.078 mph (Record)
Margin of Victory: 24.587 seconds
Fastest GT Qualifier: #86–Bob Wollek: 117.262 mph (58.331) (Record)
Fastest Lights Qualifier: #93–Kelly Marsh: 107.099 (1:03.866) (Record)
Fastest GT Lap: #14–Al Holbert (113.877 mph on third lap) (Record)
Fastest Lights Lap: #6–Bill Alsup (103.633 mph on 64th lap) (Record)

Charlotte Motor Speedway / May 19, 1985

CAMEL GT 500 GRAND PRIX OF CHARLOTTE, CONCORD, N.C., 138 LAPS/310.5 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Al Holbert/Derek Bell	14	Porsche 962	GT	138
2	5	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	138
3	8	Jim Busby/Rick Knoop	67	Porsche 962	GT	136
4	6	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	135
5	15	Jim Downing/John Maffucci	63	Mazda Argo	L	131
6	17	Charles Morgan/Bill Alsup	6	Buick Royale	L	130
7	18	Kelly Marsh/Don Marsh	93	Mazda Argo	L	126
8	21	Peter Greenfield/Bob Herlin	9	Mazda Tiga	L	126
9	26	Gene Felton/Tommy Riggins	47	Pontiac Firebird	GT	124
10	22	Werner Frank/Dave White	26	Porsche Turbo	GT	124
11	28	Roger Mandeville/Danny Smith	38	Mazda RX-7	GT	124
12	20	Ira Young/Jeff Kline	75	Mazda Alba	L	123
13	23	Peter Welter/Tom Burdsall/Nick Nicholson	37	Mazda Tiga	L	118
14	25	Larry O'Brien/Mike Van Steenburg	34	Mazda OVS-1	L	115
15	9	Steve Shelton/Tom Shelton	62	Chevrolet March	GT	107
16	11	Jim Trueman/Ludwig Heimrath Jr.	05	Ford Alba	GT	86
17	4	Pete Halsmer/John Morton	68	Porsche 962	GT	85
18	24	Tom Hessert/Steve Durst	96	Mazda Harrier	L	84
19	3	Klaus Ludwig/Doc Bundy	7	Ford Mustang Probe	GT	81
20	13	Ken Madren/Wayne Pickering	3	Buick March	GT	72
21	12	Bob Akin/Jim Mullen	5	Porsche 962	GT	64
22	2	John Paul Jr./Bill Adam	45	Buick March	GT	63
23	10	Carson Baird	4	Chevrolet Corvette GTP	GT	53
24	16	Al Leon/Art Leon	22	Chevrolet March	GT	40
25	29	Tommy Riggins	46	Pontiac Firebird	GT	36
26	14	Jimmy Leeward	10	Chevrolet March	GT	29
27	27	Dan Schott	31	Pontiac Firebird	GT	24
28	7	John Kalagian	15	Porsche March	GT	22
29	19	Walt Bohren	2	Porsche March	GT	20

Purse: $76,900
Winners' Share: $17,200
Time of Race: 2:54:36.95
Winning Speed: 106.691 mph (Record)
Lights Winning Speed: 100.817 mph (Record)
Margin of Victory: One minute, 5.665 seconds
Fastest GT Qualifier: #14–Al Holbert: 124.769 mph (1:04.92) (Record)
Fastest Lights Qualifier: #63–Jim Downing: 114.009 mph (1:04.92) (Record)
Fastest GT Lap: #7–Klaus Ludwig (118.131 mph on 38th lap)
Fastest Lights Lap: #63–John Maffucci: (111.183 mph on 113th lap) (Record)

Lime Rock Park / May 27, 1985

LIME ROCK CAMEL GT, LIME ROCK, CONN., 137 LAPS/208.24 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Drake Olson	16	Porsche 962	GT	137
2	4	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	137
3	5	Pete Halsmer/John Morton	68	Porsche 962	GT	135
4	1	Al Holbert	14	Porsche 962	GT	134
5	6	Jim Busby/Rick Knoop	67	Porsche 962	GT	130
6	3	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	127
7	7	Peter Greenfield/Michael Greenfield	9	Mazda Tiga	L	127
8	10	Jim Downing/Whitney Ganz	63	Mazda Argo	L	124
9	14	John Jones	65	Ford Mustang	GT	119
10	12	Jack Miller	18	Astin Martin Nimrod	GT	112
11	11	Peter Argetsinger	8	Polimotor Lola	L	100
12	9	Jeff Kline	75	Mazda Alba	L	96
13	8	Charles Morgan/Bill Alsup	6	Buick Royale	L	70
14	13	Darin Brassfield	7	Ford Thunderbird	GT	7

Purse: $53,100
Winner's Share: $17,000
Time of Race: 2:00:42.858
Winning Speed: 103.504 mph
Margin of Victory: 58.295 seconds
Fastest GT Qualifier: #14–Al Holbert: 114.787 mph (47.671)
Fastest Lights Qualifier: #9–Michael Greenfield: 109.774 (49.848) (Record)
Fastest GT Lap: #04–Brian Redman (110.971 mph on 116th lap) (Record)
Fastest Lights Lap: #6–Bill Alsup (103.499 mph on eighth lap) (Record)

Mid-Ohio Sports Car Course / June 9, 1985

LUMBERMENS 500 NORTH AMERICAN SPORTS CAR CHAMPIONSHIP, LEXINGTON, OHIO, 129 LAPS/309.6 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Al Holbert/Derek Bell	14	Porsche 962	GT	129
2	1	Bob Wollek/David Hobbs	86	Porsche 962	GT	129
3	9	Hurley Haywood/Chip Robinson	44	Jaguar XJR-5	GT	128
4	5	Robert Dyson/Drake Olson	16	Porsche 962	GT	125
5	7	Pete Halsmer/John Morton/Rick Knoop	68	Porsche 962	GT	124
6	13	Al Leon/Art Leon	22	Chevrolet March	GT	120
7	15	Jeff Kline/Jack Baldwin	75	Mazda Alba	L	119
8	11	John Kalagian/Tommy Grunnah	15	Porsche March	GT	119
9	20	Jim Downing/John Maffucci	63	Mazda Argo	L	119
10	17	Charles Morgan/Bill Alsup	6	Buick Royale	L	116
11	18	Kelly Marsh/Ron Pawley	93	Mazda Argo	L	115
12	16	Ken Madren/Wayne Pickering	3	Buick March	GT	114
13	23	Peter Argetsinger/Michael Argetsinger	8	Polimotor Lola	L	102
14	21	Bob Herlin/Jim Brown	9	Mazda Tiga	L	102
15	24	Dick Silver/Don Herman	00	Porsche Turbo	GT	102
16	27	Jack Miller	18	Astin Martin Nimrod	GT	100
17	3	John Paul Jr./Bill Adam	45	Buick March	GT	87
18	14	E.B. Lunken/Bertil Roos/Charlie Monk	69	Ford Argo	GT	81
19	19	Elliott Forbes-Robinson/Skeeter McKitterick	72	Porsche Fabcar	L	56
20	26	Steve Alexander/Mike Carder	19	Porsche Turbo	GT	48
21	4	Klaus Ludwig	7	Ford Mustang Probe	GT	26
22	12	Carson Baird	4	Chevrolet Corvette GTP	GT	23
23	8	Don Whittington	2	Porsche March	GT	17
24	22	Joe Hill	20	Chevrolet Rondeau	GT	13
25	10	Jim Busby	67	Porsche 962	GT	9
26	6	Jim Trueman	05	Ford Alba	GT	8
27	25	Roger Schroer	73	Cosworth Chevron	L	2

Purse: $74,500
Winners' Share: $22,000
Time of Race: 3:09:35.406
Winning Speed: 97.98 mph (Record)
Lights Winning Speed: 90.308 mph (Record)
Margin of Victory: 49.831 seconds
Fastest GT Qualifier: #86–David Hobbs: 106.227 mph (1:21.335) (Record)
Fastest Lights Qualifier: #75–Jeff Kline: 96.206 mph (1:29.807) (Record)
Fastest GT Lap: #14–Al Holbert (102.382 mph on third lap) (Record)
Fastest Lights Lap: #75–Jeff Kline (93.608 mph on third lap) (Record)

Watkins Glen International / July 7, 1985

CAMEL CONTINENTAL, WATKINS GLEN, N.Y., 101 LAPS/341.077 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Al Holbert/Derek Bell	14	Porsche 962	GT	101
2	3	Klaus Ludwig/Doc Bundy	7	Ford Mustang Probe	GT	101
3	5	Robert Dyson/Drake Olson	16	Porsche 962	GT	100
4	9	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	97
5	4	Bruce Leven/Bob Wollek	86	Porsche 962	GT	97
6	10	Pete Halsmer/John Morton	68	Porsche 962	GT	97
7	12	John Kalagian/Tommy Grunnah	15	Porsche March	GT	96
8	7	Jim Busby/Rick Knoop	67	Porsche 962	GT	93
9	19	Charles Morgan/Bill Alsup	6	Buick Royale	L	92
10	14	Jeff Kline/Jack Baldwin	75	Mazda Alba	L	91
11	13	Jim Downing/John Maffucci	63	Mazda Argo	L	90
12	2	Bob Akin/Hans Stuck/Jim Mullen	5	Porsche 962	GT	87
13	15	Kelly Marsh/Don Marsh	93	Mazda Argo	L	86
14	6	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	69
15	16	Tom Hessert/Steve Durst	96	Mazda Harrier	L	63
16	17	Lew Price/Chip Mead	4	Chevrolet Corvette	GT	59
17	8	Ken Madren/Wayne Pickering/Bill Adam	3	Buick March	GT	39
18	18	David Loring	70	Mazda GTP	L	27
19	11	Jim Trueman	05	Ford Alba	GT	14

Purse: $74,800
Winners' Share: $19,500
Time of Race: 3:00:29.45
Winning Speed: 113.383 mph (Record)
Lights Winning Speed: 102.246 mph (Record)
Margin of Victory: 38.713 seconds
Fastest GT Qualifier: #14–Al Holbert: 123.997 mph (1:38.044) (Record)
Fastest Lights Qualifier: #63–John Maffucci: 106.738 mph (1:53.898) (Record)
Fastest GT Lap: #16–Drake Olson (120.452 mph on 95th lap) (Record)
Fastest Lights Lap: #6–Bill Alsup (108.16 mph on 23rd lap) (Record)

Portland International Raceway / July 28, 1985

G.I. JOE'S GRAND PRIX, PORTLAND, ORE., 97 LAPS/185.755 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Al Holbert	14	Porsche 962	GT	97
2	5	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	97
3	7	Drake Olson	16	Porsche 962	GT	97
4	6	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	97
5	4	Klaus Ludwig/Doc Bundy	7	Ford Mustang Probe	GT	95
6	9	Pete Halsmer/John Morton	68	Porsche 962	GT	95
7	14	John Kalagian/Whitney Ganz	15	Porsche March	GT	90
8	15	Jim Downing	63	Mazda Argo	L	89
9	17	Kelly Marsh	93	Mazda Argo	L	89
10	18	Jeff Kline	75	Mazda Alba	L	88
11	16	Ron Nelson	21	Mazda Tiga	L	86
12	10	Steve Miller/Ludwig Heimrath Jr.	05	Ford Alba	GT	84
13	19	Chuck Kendall/Chip Mead	11	Mazda Lola	L	84
14	8	John Paul Jr./Bill Adam	45	Buick March	GT	82
15	20	John Klug	90	Porsche Turbo	GT	82
16	13	Don Devendorf/Tony Adamowicz	83	Nissan GTP-ZXT	GT	63
17	11	Bob Akin/Jim Mullen	5	Porsche 962	GT	59
18	12	Jim Busby	67	Porsche 962	GT	46
19	3	Bob Wollek	86	Porsche 962	GT	14
20	2	Derek Bell	4	Porsche 962	GT	2

Purse: $54,850
Winner's Share: $14,500
Time of Race: 1:45:56.621
Winning Speed: 105.2 mph (Record)
Lights Winning Speed: 96.483 mph (Record)
Margin of Victory: 10.865 seconds
Fastest GT Qualifier: #14–Al Holbert: 114.429 mph (1:00.247) (Record)
Fastest Lights Qualifier: #63–Jim Downing: 102.577 mph (1:07.208) (Record)
Fastest GT Lap: #14–Al Holbert (110.41 mph on third lap) (Record)
Fastest Lights Lap: #63–Jim Downing (101.442 mph on 51st lap) (Record)

Sears Point International Raceway / August 4, 1985

FORD CALIFORNIA GRAND PRIX, SONOMA, CALIF., 75 LAPS/189.225 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	1	Bob Wollek	86	Porsche 962	GT	75
2	2	Klaus Ludwig/Doc Bundy	7	Ford Mustang Probe	GT	75
3	5	Robert Dyson/Drake Olson	16	Porsche 962	GT	75
4	7	Pete Halsmer/John Morton	68	Porsche 962	GT	74
5	10	Bob Akin/Jim Mullen	5	Porsche 962	GT	73
6	13	Gianpiero Moretti/Steve Millen	30	Ford Momo	GT	73
7	4	Al Holbert/Derek Bell	14	Porsche 962	GT	72
8	9	Jim Busby/Rick Knoop	67	Porsche 962	GT	72
9	12	Don Devendorf/Tony Adamowicz	83	Nissan GTP-ZXT	GT	72
10	17	Jeff Kline	75	Mazda Alba	L	71
11	15	Ron Nelson	21	Mazda Tiga	L	71
12	14	John Kalagian/John O'Steen	15	Porsche March	GT	70
13	19	Chuck Kendall/Chip Mead	11	Mazda Lola	L	68
14	6	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	66
15	11	Jim Trueman	05	Ford Alba	GT	64
16	20	Don Bell/Mike Brockman	01	Buick Argo	L	57
17	6	Lyn St. James/Darin Brassfield/Klaus Ludwig	07	Ford Mustang Probe	GT	49
18	3	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	41
19	18	Kelly Marsh	93	Mazda Argo	L	9
20	16	Jim Downing	63	Mazda Argo	L	0

Purse: $45,225
Winner's Share: $14,700
Time of Race: 1:55:48.549
Winning Speed: 98.036 mph (Record)
Lights Winning Speed: 92.209 mph (Record)
Margin of Victory: 30.981 seconds
Fastest GT Qualifier: #86–Bob Wollek: 106.591 mph (1:25.212) (Record)
Fastest Lights Qualifier: #21–Ron Nelson: 96.855 mph (1:33.777) (Record)
Fastest GT Lap: #7–Klaus Ludwig (103.108 mph on second lap) (Record)
Fastest Lights Lap: #75–Jeff Kline (94.035 mph on 50th lap) (Record)

Road America / August 25, 1985

LOWENBRAU CLASSIC, ELKHART LAKE, WIS., 125 LAPS/500 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Drake Olson/Bobby Rahal	16	Porsche 962	GT	125
2	4	Bruce Leven/Bob Wollek	86	Porsche 962	GT	124
3	7	Jim Busby/Jochen Mass	67	Porsche 962	GT	121
4	6	Pete Halsmer/John Morton	68	Porsche 962	GT	121
5	13	John Kalagian/Steve Shelton	15	Porsche March	GT	119
6	14	Al Leon/Randy Lanier	2	Porsche March	GT	119

7	12	Jim Trueman/Ludwig Heimrath Jr.	05	Ford Alba	GT	115
8	10	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	114
9	22	Kelly Marsh/Ron Pawley/Don Marsh	93	Mazda Argo	L	112
10	30	Jim Downing/John Maffucci	63	Mazda Argo	L	112
11	24	John Jones/Lyn St. James	65	Ford Mustang	GTO	112
12	23	Chester Vincentz/Kees Nierop	91	Porsche 934	GTO	110
13	29	Frank Carney/Dick Davenport	9	Mazda Tiga	L	109
14	35	Jack Baldwin/Jeff Kline	76	Mazda RX-7	GTU	108
15	34	Chris Cord/Dennis Aase	99	Toyota Celica	GTU	108
16	19	Bruce Jenner/Scott Pruett	07	Ford Mustang	GTO	107
17	33	Peter Argetsinger/Herm Johnson	8	Polimotor Lola	L	106
18	43	Chris Marte/Fernando Robles	62	Ford Mustang	GTO	105
19	37	Al Bacon/Dennis Krueger	17	Mazda RX-7	GTU	104
20	31	Andy Petery/Gene Felton	90	Pontiac Firebird	GTO	104
21	26	Richard Anderson/Bard Boand	33	Chevrolet Lola	GT	101
22	27	Bill Adam/John Paul Jr.	46	Buick Hawk	GT	101
23	38	Steve Gentile/Leo Franchi	61	Chevrolet Corvette	GTO	101
24	50	Dick Greer/Mike Mees	82	Mazda RX-7	GTU	100
25	53	Frank Rubino/Ray Mummery	13	Mazda RX-7	GTU	99
26	5	Al Holbert/Derek Bell	14	Porsche 962	GT	96
27	49	Steve Zwiren/Rob Peters/Peter Dawe	54	Mazda RX-7	GTU	96
28	39	Amos Johnson/Jack Dunham	71	Mazda RX-7	GTU	79
29	45	Reed Kryder/Zoltan Polony	57	Nissan 280ZX	GTU	78
30	46	John Hulen/Ron Coupland	64	Porsche Carrera	GTO	76
31	16	Art Leon/Skeeter McKitterick	22	Chevrolet March	GT	73
32	15	Bob Akin/Jim Mullen	5	Porsche 962	GT	70
33	11	David Hobbs/Sarel Van Der Merwe	40	Chevrolet Corvette GTP	GT	69
34	47	Hoyt Overbagh/Oma Kimbrough	29	Chevrolet Camaro	GTO	69
35	52	Roy Newsome/Craig Rubright	02	Mazda RX-7	GTU	60
36	17	Don Bell/Mike Brockman	01	Buick Argo	GT	51
37	48	Dan Schott/Dick Danielson	35	Chevrolet Camaro	GTO	48
38	32	Roger Mandeville/Logan Blackburn	38	Mazda RX-7	GTO	47
39	40	Danny Smith/Tom Waugh	53	Mazda RX-7	GTO	44
40	51	Jim Torres/Monte Shelton/Rick Borlase	39	Porsche 934	GTO	44
41	9	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	33
42	54	Gary Auberlen/Peter Jauker	66	Porsche 911	GTU	26
43	8	Don Devendorf	83	Nissan GTP-ZXT	GT	25
44	1	Klaus Ludwig/Doc Bundy	7	Ford Mustang Probe	GT	23
45	55	Kurt Roehrig	88	Buick Regal Turbo	GTO	23
46	44	Paul Lewis	42	Mazda RX-7	GTU	23
47	28	John Oates	55	Pontiac Fiero	GTU	22
48	25	Bill Alsup	6	Buick Royale	L	18
49	20	Tommy Riggins	47	Pontiac Firebird	GTO	13
50	3	Whitney Ganz	45	Buick Hawk	GT	12
51	21	Craig Carter	56	Chevrolet Camaro	GTO	12
52	42	Irv Hoerr	84	Pontiac Fiero	GTU	11
53	36	Tom Winters	79	Porsche 924 Carrera	GTU	6
54	18	Darin Brassfield	77	Ford Thunderbird	GTO	5
55	41	Terry Visger	50	Pontiac Fiero	GTU	2

Purse: $114,275
Winners' Share: $24,200
Time of Race: 4:52:04.919
Winning Speed: 102.711 mph
Lights Winning Speed: 91.771 mph (Record)
GTO Winning Speed: 91.686 mph
GTU Winning Speed: 88.395 mph
Margin of Victory: One lap, 43.185 seconds
Fastest GT Qualifier: #7–Klaus Ludwig: 120.119 mph (1:59.881) (Record)
Fastest Lights Qualifier: #93–Kelly Marsh: 102.971 mph (2:19.845) (Record)
Fastest GTO Qualifier: #56–Craig Carter: 95.156 mph (2:31.33)
Fastest GTU Qualifier: #55–Bob Earl: 99.982 mph (2:24.026) (Record)

Fastest GT Lap: #14–Derek Bell (117.398 mph on 56th lap) (Record)
Fastest Lights Lap: #93–Kelly Marsh (103.456 mph on 49th lap) (Record)
Fastest GTO Lap: #07–Scott Pruett (104.735 mph on sixth lap) (Record)
Fastest GTU Lap: #76–Jack Baldwin (97.746 mph on 81st lap)

Pocono International Raceway / September 8, 1985

CAMEL GT 500, LONG POND, PA., 124 LAPS/310 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	2	Al Holbert/Derek Bell	14	Porsche 962	GT	124
2	9	Chip Robinson/Hurley Haywood	04	Jaguar XJR-5	GT	124
3	5	Bob Wollek/Mauro Baldi	86	Porsche 962	GT	122
4	1	John Morton/Pete Halsmer	68	Porsche 962	GT	122
5	6	Whitney Ganz/Bill Adam	45	Buick Hawk	GT	121
6	10	Steve Millen/Ludwig Heimrath Jr.	05	Ford Alba	GT	119
7	12	Darin Brassfield/Scott Pruett	77	Ford Thunderbird	GTO	114
8	13	Craig Carter/Billy Scyphers	56	Chevrolet Camaro	GTO	112
9	19	Scott Schubot/Dennis Vitolo	9	Mazda Tiga	L	110
10	14	Pierre Honegger/David Loring	70	Mazda GTP	L	110
11	3	Rob Dyson/Drake Olson	16	Porsche 962	GT	108
12	17	Marshall Robbins/Bruce MacInnes	11	Ford Mustang	GTO	107
13	25	Chris Cord/Dennis Aase	99	Toyota Celica	GTU	107
14	22	Jack Baldwin	76	Mazda RX-7	GTU	106
15	27	Danny Smith	53	Mazda RX-7	GTO	105
16	28	Amos Johnson	71	Mazda RX-7	GTU	104
17	29	Andy Petery/Les Delano	90	Pontiac Firebird	GTO	104
18	30	Al Bacon	17	Mazda RX-7	GTU	103
19	26	Oma Kimbrough/Chris Gennone	29	Chevrolet Camaro	GTO	103
20	20	Roger Mandeville	38	Mazda RX-7	GTO	99
21	37	Helmut Silberberger/Steven Johnson	01	Mazda RX-7	GTU	99
22	35	Bruce Jankowitz/Bruce Jones	98	Porsche 914	GTU	98
23	39	George Hulse/Michael DeFontes	34	Porsche Carrera	GTO	97
24	32	Steve Zwiren/Peter Dawe	54	Mazda RX-7	GTU	95
25	34	Gary Altman/Mike Altman	31	Porsche 911	GTU	93
26	15	Chester Vincentz/Kees Nierop	91	Porsche 934	GTO	92
27	16	Kelly Marsh/Ron Pawley	93	Mazda Argo	L	89
28	21	Bob Earl	55	Pontiac Fiero	GTU	84
29	31	Bob Leitzinger/Frank Honsowetz	95	Nissan 300ZX	GTU	73
30	33	Chris Dembs/Don Anderson	75	Mazda RX-7	GTU	70
31	7	Jim Busby/Rick Knoop	67	Porsche 962	GT	62
32	32	Frank Rubino	13	Mazda RX-7	GTU	53
33	18	Jim Downing	63	Mazda Argo	L	42
34	4	John Paul Jr.	46	Buick Hawk	GT	39
35	23	George Alderman	32	Nissan 280ZX-T	GTU	35
36	38	Ray Brezinka/Jean Michelle	39	Porsche Carrera	GTO	30
37	24	Terry Visger	50	Pontiac Fiero	GTU	16
38	40	Tom Hessert/Steve Durst	96	Mazda Harrier	L	16
39	36	Tom Winters/Paul Gentilozzi	79	Porsche 924 Carrera	GTU	12
40	11	Don Devendorf	83	Nissan GTP-ZXT	GT	6
41	8	Bob Tullius	44	Jaguar XJR-5	GT	3
42	41	John Hayes-Harlow	25	Pontiac Firebird	GTO	1

Purse: $82,375
Winners' Share: $15,500
Time of Race: 2:49:16.706
Winning Speed: 109.878 mph (Record)
Lights Winning Speed: 97.209 mph (Record)
GTO Winning Speed: 100.849 mph (Record)
GTU Winning Speed: 94.393 (Record)
Margin of Victory: 4.116 seconds

Fastest GT Qualifier: #68–Pete Halsmer: 124.905 mph (1:12.055) (Record)
Fastest Lights Qualifier: #70–David Loring: 108.768 (1:22.745) (Record)
Fastest GTO Qualifier: #77–Darin Brassfield: 109.822 mph (1:21.951) (Record)
Fastest GTU Qualifier: #55–Bob Earl: 101.404 mph (1:28.754) (Record)
Fastest GT Lap: #14–Al Holbert (119.3 mph on 95th lap) (Record)
Fastest Lights Lap: #93–Kelly Marsh (105.957 mph on 39th lap) (Record)
Fastest GTO Lap: #56–Craig Carter (108.329 mph on second lap) (Record)
Fastest GTU Lap: #55–Bob Earl (99.967 mph on sixth lap) (Record)

Watkins Glen International / September 29, 1985

SERENGETI DRIVERS NEW YORK 500, WATKINS GLEN, N.Y., 92 LAPS/310.684 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	Al Holbert/Derek Bell	14	Porsche 962	GT	92
2	5	Jochen Mass/Jim Busby	67	Porsche 962	GT	92
3	9	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	92
4	2	Klaus Ludwig/Doc Bundy	7	Ford Mustang Probe	GT	91
5	10	Al Unser Jr.	1	Porsche 962	GT	91
6	11	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	90
7	6	Rob Dyson/Drake Olson/Price Cobb	16	Porsche 962	GT	89
8	16	Lew Price/Carson Baird	4	Chevrolet Corvette GTP	GT	84
9	20	Lyn St. James	07	Ford Mustang	GTO	84
10	24	Jim Downing/John Maffucci	63	Mazda Argo	L	83
11	18	Craig Carter/Gene Felton	56	Chevrolet Camaro	GTO	83
12	21	Kelly Marsh/Don Marsh	93	Mazda Argo	L	82
13	28	Marshall Robbins/Dave Watson	98	Ford Mustang	GTO	82
14	27	Chester Vincentz/Kees Nierop	91	Porsche 934	GTO	81
15	26	Jeff Kline/Deborah Gregg	75	Mazda Alba	L	80
16	26	Scott Schubot/Dennis Vitolo	9	Mazda Tiga	L	79
17	31	Jack Baldwin	76	Mazda RX-7	GTU	79
18	23	Ron Nelson/Howard Siegel	21	Mazda Tiga	L	79
19	36	Terry Visger	50	Pontiac Fiero	GTU	79
20	37	Tommy Riggins/Andy Petery	90	Pontiac Firebird	GTO	78
21	41	Amos Johnson	71	Mazda RX-7	GTU	78
22	34	Bob Leitzinger	95	Nissan 300ZX	GTU	76
23	43	Gary Altman/Mark Altman	31	Porsche 911	GTU	75
24	46	Ray Hendricks	89	Porsche 914/6	GTU	75
25	48	Frank Rubino/Ray Mummery	13	Mazda RX-7	GTU	75
26	40	Bruce Jones/Bruce Jankowitz	96	Porsche 914/6	GTU	75
27	45	Dick Greer/Mike Mees	92	Mazda RX-7	GTU	74
28	42	Carlos Migoya/Joe Gonzalez	51	Chevrolet Monza	GTO	74
29	38	Oma Kimbrough/Hoyt Overbagh	29	Chevrolet Camaro	GTO	71
30	50	Ted Hulse	34	Porsche Carrera	GTO	71
31	52	Roger Mandeville	48	Mazda RX-7	GTO	66
32	33	Al Bacon	17	Mazda RX-7	GTU	58
33	32	Fernando Robles/Chris Marte	62	Ford Mustang	GTO	54
34	35	Danny Smith	53	Mazda RX-7	GTO	52
35	7	David Hobbs/Vern Schuppan	40	Chevrolet Corvette GTP	GT	47
36	22	David Loring	70	Mazda GTP	L	45
37	49	Steve Zwiren/Peter Dawe	54	Mazda RX-7	GTU	42
38	4	Pete Halsmer/John Morton	68	Porsche 962	GT	41
39	29	Bob Earl	55	Pontiac Fiero	GTU	40
40	1	Hans Stuck	5	Porsche 962	GT	38
41	19	John Jones	65	Ford Mustang	GTO	35
42	39	Del Taylor/John Hayes-Harlow	27	Pontiac Firebird	GTO	35
43	47	John Centeno/Jack Burnett	39	Porsche 911	GTU	32
44	12	Bill Adam	45	Buick Hawk	GT	21
45	30	Chris Cord	99	Toyota Celica	GTU	20
46	8	Bruce Leven/Bob Wollek	86	Porsche 962	GT	18
47	51	David Kicak/Tom Rynone	8	Chevrolet Corvette	GTO	10
48	17	Darin Brassfield	77	Ford Thunderbird	GTO	9
49	13	Skeeter McKitterick	22	Chevrolet March	GT	6
50	14	Sarel Van Der Merwe	2	Porsche March	GT	5
51	44	Steven Johnson	11	Mazda RX-7	GTU	4
52	15	John Kalagian	15	Porsche March	GT	0

Purse: $114,850
Winners' Share: $22,000
Time of Race: 3:48:19.917
Winning Speed: 110.74 mph (Record)
Lights Winning Speed: 99.392 mph (Record)
GTO Winning Speed: 100.01 (Record)
GTU Winning Speed: 94.82 mph (Record)
Margin of Victory: One minute, 15.392 seconds
Fastest GT Qualifier: #5–Hans Stuck: 124.386 mph (1:37.738) (Record)
Fastest Lights Qualifier: #93–Kelly Marsh: 108.208 mph (1:52.35) (Record)
Fastest GTO Qualifier: #77–Darin Brassfield: 109.446 mph (1:51.079) (Record)
Fastest GTU Qualifier: #55–Bob Earl: 102.661 mph (1:58.421)
Fastest GT Lap: #7–Klaus Ludwig (121.257 mph on 69th lap) (Record)
Fastest Lights Lap: #63–John Maffucci (106.952 mph on 82nd lap) (Record)
Fastest GTO Lap: #77–Darin Brassfield (109.151 mph on third lap) (Record)
Fastest GTU Lap: #99–Chris Cord (100.923 mph on third lap)

Columbus Street Course / October 6, 1985

COLUMBUS FORD DEALERS 500, COLUMBUS, OHIO, 136 LAPS/312.8 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	4	Drake Olson/Price Cobb	16	Porsche 962	GT	136
2	2	Bob Wollek/Mauro Baldi	86	Porsche 962	GT	136
3	7	Pete Halsmer/John Morton	68	Porsche 962	GT	136
4	8	Jim Trueman/Ludwig Heimrath Jr.	05	Ford Alba	GT	132
5	16	Bob Akin/Dennis Aase	5	Porsche 962	GT	123
6	20	Jim Downing/John Maffucci	63	Mazda Argo	L	123
7	24	Charles Morgan/Bill Alsup	6	Buick Royale	L	123
8	29	Don Bell/Mike Brockman	01	Buick Argo	L	115
9	32	Ken Knott/Mike Carder	69	Ford Argo	GT	115
10	14	Gianpiero Moretti/Steve Millen	30	Ford Momo	GT	107
11	22	Jack Baldwin/Jeff Kline	75	Mazda Argo	L	97
12	17	Ron Nelson/Scott Pruett	21	Mazda Tiga	L	93
13	15	Don Devendorf/Tony Adamowicz	83	Nissan GTP-ZXT	GT	86
14	25	David Loring	70	Mazda GTP	L	84
15	30	Jack Miller	19	Astin Martin Nimrod	GT	77
16	28	Kelly Marsh	93	Mazda Argo	L	76
17	27	Dick Silver/Joe Varde	00	Porsche Turbo	GT	73
18	11	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	66
19	1	Klaus Ludwig/Doc Bundy	7	Ford Mustang Probe	GT	57
20	26	Scott Schubot/Dennis Vitolo	9	Mazda Tiga	L	55
21	20	Bob Herlin/Bryant Goodwynn	25	Mazda Tiga	L	54
22	3	Al Holbert	14	Porsche 962	GT	51
23	12	Jim Busby/Rick Knoop	67	Porsche 962	GT	48
24	5	Bob Tullius/Chip Robinson	44	Jaguar XJR-5	GT	46
25	18	Al Leon	22	Chevrolet March	GT	39
26	14	Whitney Ganz/Ken Madren	45	Buick Hawk	GT	35
27	21	Steve Alexander/Joe Hill	12	Chevrolet March	GT	32
28	31	Dale Wise	73	Cosworth Chevron	L	14
29	6	David Hobbs	40	Chevrolet Corvette GTP	GT	13
30	10	John Paul Jr.	46	Buick Hawk	GT	10
31	9	Chip Mead	4	Chevrolet Corvette GTP	GT	7
32	19	Brent O'Neill	61	Buick Royale	L	3

Purse: $135,750
Winner's Share: $33,200
Time of Race: 3:46:08.611
Winning Speed: 82.992 mph (Record)
Lights Winning Speed: 74.649 mph (Record)
Margin of Victory: 15.374 seconds
Fastest GT Qualifier: #7–Klaus Ludwig: 90.995 mph (1:30.994) (Record)
Fastest Lights Qualifier: #21–Ron Nelson: 81.479 mph (1:41.621) (Record)
Fastest GT Lap: #16–Drake Olson (89.494 mph on 18th lap) (Record)
Fastest Lights Lap: #21–Scott Pruett (80.978 mph on 40th lap) (Record)

Daytona International Speedway / December 1, 1985

EASTERN AIRLINES 3-HOUR CAMEL GT, DAYTONA BEACH, FLA., 89 LAPS/316.84 MILES

FINISH	START	DRIVERS	NO.	MAKE	CLASS	LAPS
1	3	Al Holbert/Al Unser Jr.	14	Porsche 962	GT	89
2	11	Brian Redman/Hurley Haywood	04	Jaguar XJR-5	GT	89
3	5	Pete Halsmer/John Morton	68	Porsche 962	GT	88
4	9	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	GT	87
5	14	Randy Lanier/Michael Roe	1	Chevrolet March	GT	86
6	7	Bob Akin/Joe Gartner	5	Porsche 962	GT	86
7	12	John Kalagian/Jim Mullen	15	Porsche March	GT	86
8	4	Drake Olson/Bobby Rahal	16	Porsche 962	GT	85
9	19	John Jones/Lyn St. James	65	Ford Mustang	GTO	84
10	15	Lew Price/Chip Mead/Carson Baird	4	Chevrolet Corvette GTP	GT	84
11	16	Jim Trueman/Ludwig Heimrath Jr.	05	Ford Alba	GT	84
12	13	John Paul/Whitney Ganz/Ken Madren	45	Buick Hawk	GT	82
13	27	Jim Downing/John Maffucci	63	Mazda Argo	L	82
14	29	Brent O'Neill/Mike Hackney	61	Buick Royale	L	81
15	32	Charles Morgan/Bill Alsup	6	Buick Royale	L	81
16	30	Ron Nelson/Dominick Dobson/Howard Siegel	21	Mazda Tiga	L	80
17	22	Darrin Brassfield/Scott Pruett	77	Ford Thunderbird	GTO	80
18	36	Jack Baldwin/Jeff Kline/Ira Young	75	Mazda Alba	L	80
19	35	Carlo Facetti/Martino Finotto/Almo Copelli	42	Ferrari Alba	L	79
20	43	Roger Mandeville/Logan Blackburn	38	Mazda RX-7	GTO	79
21	49	Danny Smith/Roger Mandeville	53	Mazda RX-7	GTO	79
22	44	Don Walker/Brian Goellnicht/Steve Cohen	43	BMW M-1	GTO	79
23	52	Chris Cord	99	Toyota Celica	GTU	79
24	28	Marshall Robbins/Tommy Byrne	09	Ford Mustang	GTO	78
25	58	Al Bacon	17	Mazda RX-7	GTU	78
26	51	Amos Johnson/Jack Dunham	71	Mazda RX-7	GTU	78
27	60	Bob Herlin/Roger Andrey	25	Mazda Tiga	L	77
28	18	Al Leon/Art Leon	2	Porsche March	GT	77
29	53	Dick Greer/John Finger	82	Mazda RX-7	GTU	77
30	56	Carlos Migoya/Joe Gonzalez	51	Chevrolet Monza	GTO	77
31	23	Bard Boand/Mike Allen	33	Chevrolet Lola	GT	75
32	68	Reed Kryder/Zoltan Polony	57	Nissan 280-ZX	GTU	75
33	59	Bobby Hefner/Jack Griffin	35	Porsche 911	GTU	73
34	62	Terry Hitt/Jerry Simmons	49	Chevrolet Corvette	GTO	72
35	73	Al Levenson	03	Chevrolet Corvette	GTO	72
36	40	Jim Busby/Rick Knoop	67	Porsche 962	GT	69
37	1	Sarel Van Der Merwe/Bill Adam	40	Chevrolet Corvette GTP	GT	65
38	24	A.J. Foyt/Al Holbert	8	Porsche 962	GT	63
39	55	Buzz McCall/Tom Sheehy	30	Chevrolet Camaro	GTO	58
40	25	Steve Millen/Tommy Riggins	47	Pontiac Firebird	GTO	56
41	6	Bob Wollek	86	Porsche 962	GT	51
42	64	Paul Corazzo/Ed Flemke	72	Mazda RX-7	GTU	50
43	63	John Hulen/Ron Coupland	64	Porsche Carrera	GTO	48
44	31	Michael Greenfield/Peter Greenfield	9	Mazda Tiga	L	47
45	66	Bob Speakman/Carson Hurley	87	Nissan 280Z	GTU	47
46	48	Richard Kidd/Steve Zwiren	28	Pontiac Firebird	GTO	47
47	57	Daryl Cameron/Hoyt Overbagh	29	Chevrolet Camaro	GTO	46
48	46	Jim Fowells/Ray Mummery	27	Mazda Argo	L	46
49	54	Carl Keck/Allan Chastain	83	Chevrolet Corvette	GTO	45
50	67	Bob Leitzinger	95	Nissan 300-ZX	GTU	44
51	26	Dennis Aase	98	Toyota Celica Turbo	GTO	43
52	37	Fernando Robles/Chris Marte	62	Ford Mustang	GTO	39
53	34	Don Bell/Michael Brockman	01	Buick Argo	L	38
54	20	Craig Carter	56	Chevrolet Camaro	GTO	37
55	41	Kurt Roehrig/Jerry Molnar	88	Buick Regal	GTO	36
56	47	John Schneider	06	Porsche 924 Carrera	GTU	35
57	70	Peter Uria/Larry Figaro	78	Porsche Carrera	GTU	34
58	50	George Alderman/Louis Baldwin	32	Nissan 280-ZXT	GTU	33
59	40	Dave Heinz/Dale Kryder/Tim Stringfellow	55	Chevrolet Corvette	GTO	30
60	2	David Hobbs/Davy Jones/John Andretti	12	BMW GTP	GT	30
61	65	Paul Romano	08	Mazda RX-7	GTU	28
62	38	Ron Pawley	94	Mazda Argo	L	26
63	17	Calvin Fish	22	Chevrolet March	GT	24
64	39	Les Delano/Andy Petery	90	Pontiac Firebird	GTO	24
65	8	John Paul	46	Buick Hawk	GT	23
66	33	Chet Vincentz	91	Porsche 934	GTO	19
67	42	Jim Rothbarth	66	Mazda Royale	L	19
68	45	Ken Bupp/Guy Church	81	Chevrolet Camaro	GTO	19
69	61	Mark Montgomery/David Fuller	97	Pontiac Firebird	GTO	15
70	72	George Drolsom	34	Porsche 924 Carrera	GTU	14
71	21	Tommy Riggins	74	Pontiac Firebird	GTO	6
72	71	Bill Miller	48	Nissan 280Z	GTU	2
73	69	Del Russo Taylor	26	Pontiac Firebird		

Purse: $84,725
Winners' Share: $16,000
Time of Race: 3:00:55.13
Winning Speed: 105.077 mph
Lights Winning Speed: 94.149 mph (Record)
GTO Winning Speed: 98.607 mph (Record)
GTU Winning Speed: 92.127 mph
Margin of Victory: 8.36 seconds
Fastest GT Qualifier: #40–Sarel Van Der Merwe: 129.608 mph (1:38.883) (Record)
Fastest Lights Qualifier: #63–Jim Downing: 111.842 mph (1:54.59) (Record)
Fastest GTO Qualifier: #65–John Jones: 116.256 mph (1:50.239) (Record)
Fastest GTU Qualifier: #06–Elliott Forbes-Robinson: 105.517 mph (2:01.459)
Fastest GT Lap: #40–Bill Adam (126.209 mph on 61st lap) (Record)
Fastest Lights Lap: #21–Ron Nelson (109.456 mph on 36th lap) (Record)
Fastest GTO Lap: #77–Darin Brassfield (114.66 mph on 18th lap) (Record)
Fastest GTU Lap: #99–Chris Cord (105.365 mph on 46th lap) (Record)

1985 Champions and Award Winners

GT Champion: Al Holbert
GT Chassis Champion: Porsche
GT Engine Champion: Porsche
Lights Champion: Jim Downing
Lights Chassis Champion: Argo
Lights Engine Champion: Mazda
Mechanic of the Year: Tom Seabolt (Porsche 962 #14)
Most Improved Driver: Drake Olson

Daytona International Speedway / February 2, 1986

SUNBANK 24 AT DAYTONA, DAYTONA BEACH, FLA., 712 LAPS/2,532.72 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	8	Al Holbert/Derek Bell/Al Unser Jr.	14	Porsche 962	Holbert Racing	GT	712	Running
2	1	A.J. Foyt/Danny Sullivan/Arie Luyendyk	8	Porsche 962	Henn's Swap Shop Racing	GT	712	Running
3	5	Jim Busby/Darin Brassfield/Derek Warwick/Jochen Mass	67	Porsche 962	B.F. Goodrich	GT	711	Running
4	33	Lanny Hester/Maurice Hassey/Lee Mueller	64	Ford Mustang	Raintree Corporation	GTO	622	Running
5	16	Bruce Jenner/Scott Pruett/Klaus Ludwig	07	Ford Mustang	7-Eleven/Roush Racing	GTO	614	Running
6	9	Bob Tullius/Chip Robinson/Claude Ballot-Lena	44	Jaguar XJR-7	Group 44	GT	607	Running
7	43	Frank Rubino/Ray Mummery/John Schneider	13	Mazda Argo	Outlaw Racing	L	600	Running
8	49	Amos Johnson/Dennis Shaw/Jack Dunham	71	Mazda RX-7	Team Highball	GTU	597	Running
9	60	Mandy Gonzalez/Basilio Davila/Ernesto Soto/D. Montoya	35	Porsche Royale	Xtra Super Food Centers	L	579	Running
10	48	Robert Reed/Tom Kendall/John Hogdal	75	Mazda RX-7	CCR	GTU	563	Out
11	56	Louis Baldwin/Bob Leitzinger/S. Alexander/Mike Carder	32	Nissan 280ZX	Alderman Nissan	GTU	537	Running
12	6	John Morton/Derek Warwick/Jan Lammers	68	Porsche 962	B.F. Goodrich	GT	512	Out
13	63	Kikos Fonseca/Luis Mendez/Jamsal	34	Porsche 934	Latino Racing	GTO	512	Running
14	64	Jim Fowells/David Cowart/Kenper Miller	27	Mazda Argo	MSB Racing	L	511	Running
15	41	Greg Walker/Craig Rubright/Nort Northam	76	Chevrolet Corvette	Walker Racing	GTO	506	Out
16	21	Chris Cord/Dennis Aase	98	Toyota Celica T	All American Racers	GTO	489	Running
17	39	Kelly Marsh/Ron Pawley/Don Marsh	93	Mazda Argo	Mid-O/Rusty Jones	L	482	Out
18	51	Al Bacon/Bill Scott/Dennis Krueger	17	Mazda RX-7	Al Bacon Racing	GTU	482	Running
19	31	Jim Rothbarth/Mike Meyer/Jeff Kline	66	Mazda Royale	STS-Mike Meyer Racing	L	477	Out
20	34	Dave Heinz/Steve Zwiren/Don Yenko	55	Chevrolet Corvette	Dave Heinz Imports	GTO	472	Running
21	59	Dale Kreider/Luis Sereix/Rick Stevens/Roy Newsome	02	Mazda RX-7	Roy Newsome Racing	GTU	453	Out
22	17	Tommy Riggins/Steve Millen/Elliott Forbes-Robinson	47	Pontiac Firebird	Dingman Brothers Racing	GTO	438	Running
23	24	Gene Felton/Paul Gentilozzi/Bob Bergstrom	72	Oldsmobile Toronado	Whitehall Rocketsports	GTO	434	Out
24	12	Brian Redman/Hurley Haywood/Vern Schuppan	04	Jaguar XJR-7	Group 44	GT	430	Out
25	29	Don Bell/Craig Carter/Terry Wolters	01	Buick Royale	AT&T	L	406	Out
26	19	John Hotchkis/Jim Adams/Costas Los	00	Porsche March	Hotchkis Racing	GT	402	Out
27	27	Chris Marte/Fernando Robles/Tim Coconis	62	Ford Mustang	Roush Racing	GTO	368	Out
28	46	Don Knowles/Bob McConnell/T. Morrison/J. Baldwin	88	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	365	Out
29	37	Karl Keck/Squeak Kennedy/Bill Wessel/David Fuller	82	Chevrolet Corvette	K&P Racing	GT	340	Running
30	44	Ron Grable/Bobby Carradine/John Heinricy	87	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	331	Out
31	54	Oma Kimbrough/Chris Gennone/Hoyt Overbagh/P. Baljet	29	Chevrolet Camaro	OMR Engines	GTO	328	Out
32	2	Rob Dyson/Drake Olson/Price Cobb	16	Porsche 962	Dyson Racing	GT	320	Out
33	10	John Paul Jr./Chip Ganassi/Ivan Capelli	45	Buick Hawk	R.C. Buick Hawk/Conte	GT	310	Out
34	50	Paul Reisman/Tom Gaffney/Bob Hebert/Rich Stone	83	Pontiac Firebird	Import Restorations	GTO	296	Out
35	22	Martino Finotto/Almo Coppelli/Ruggero Melgrati	80	Ferrari Alba	Carma Racing	L	291	Out
36	47	Pancho Carter/Buzz McCall/Tom Sheehy/Jim Mueller	30	Chevrolet Camaro	Skoal Bandit	GTO	285	Out
37	28	Charles Morgan/Logan Blackburn/Dave Simpson	6	Buick Tiga	Morgan Performance	L	279	Out
38	20	Bard Boand/Richard Anderson/Mike Allen	33	Chevrolet Lola	Bo-And Racing	GT	266	Out
39	66	David Andrews/Duncan Bain/Steve Phillips	99	Ford Tiga	RB Promotions	GT	244	Out
40	23	Bill Elliott/Kyle Petty/Ricky Rudd/Ken Schrader	50	Ford Mustang	Folgers/Motorcraft	GTO	240	Out
41	58	Diego Montoya/Albert Naon/Carlos Migoya	56	Pontiac Firebird	Ricardo Londono	GTU	238	Out
42	45	Roger Mandeville/Danny Smith/Diego Febles	38	Mazda RX-7	Mandeville Auto Tech	GTU	229	Out
43	57	Peter Uria/Larry Figaro/Jack Refenning	78	Porsche 911	901 Racing	GTU	203	Out
44	42	Del Russo Taylor/John Hayes-Harlow/Ken Bupp	26	Pontiac Firebird	Walter Johnston	L	195	Out
45	65	Jim Downing/John Maffucci/John O'Steen	63	Mazda Argo	Certified Brakes	L	184	Out
46	7	Thierry Boutsen/Oscar Larrauri	3	Porsche 962	Brun Motorsports	GT	176	Out
47	26	Deborah Gregg/Mike Brockman/Steve Durst/Jim Trueman	9	Mazda Tiga	Rinzler Motoracing	L	156	Out
48	40	Steve Gentile/Leo Franchi/Rick Knoop	77	Ford Thunderbird	Brooks Racing/Sunnyside	GTO	150	Out
49	15	Jimmy Leeward/Bill Adam/Chip Mead	10	Chevrolet March	Leeward Racing	GT	123	Out
50	14	Art Leon/Al Leon/Jim Fitzgerald/Harald Grohs	2	Porsche March	Leon Brothers Racing	GT	117	Out
51	62	Gary Auberlen/Peter Jauker/K. Durkheimer/C. Eisenlohr	54	Porsche 911	S-P Racing/Escort	GTU	117	Out
52	1	Bruce Leven/Bob Wollek/Derek Daly	86	Porsche 962	Bridgestone/Bayside	GT	116	Out
53	18	Lew Price/Jim Mullen/Matt Whetstine	4	Chevrolet Corvette GTP	Lee Racing	GT	104	Out
54	61	Tom Hunt	89	Mazda RX-7	Tom Hunt	GTU	85	Out
55	36	Tico Almeida/Miguel Morejon/Joe Varde	06	Porsche Turbo	Hi-Tech Racing	GT	83	Out
56	30	Steve Cohen/David Christian/Tom Congleton	43	BMW M-1	Global American	GTO	68	Out
57	32	Les Delano/Andy Petery	90	Pontiac Firebird	Road Circuit Tech	GTO	67	Out
58	35	Roy Newsome/Tom Burdsall/Peter Welter	37	Mazda Tiga	Burdsall-Newsome Racing	L	66	Out
59	53	Dave Panaccione	36	Porsche 924 Carrera	Case Racing	GTU	65	Out
60	55	Paul Lewis	11	Mazda Lola	Kendall Racing	L	48	Out
61	52	Bob Peters	25	Chevrolet Camaro	Lucas Truck Service	GTO	37	Out
62	4	Hans Stuck	5	Porsche 962	Bob Akin Motor Racing	GT	29	Out
63	11	Ken Madren	46	Buick Hawk	R.C. Buick Hawk/Conte	GT	27	Out
64	3	Paolo Barilla	0	Porsche 962	Joest Racing	GT	6	Out
65	38	Ash Tisdelle	92	Chevrolet Camaro	Van Every Racing	GTO	6	Out
66	25	Terry Labonte	28	Oldsmobile Calais	Tex Enterprises/U.S. Tobacco	GTO	3	Out

Purse: $225,500
Winners' Share: $41,500
Time of Race: 24:01:45.8
Winning Speed: 105.484 mph (Record)
Lights Winning Speed: 88.86 mph
GTO Winning Speed: 92.09 mph
GTU Winning Speed: 88.415 mph
Margin of Victory: One minute, 49.15 seconds
Fastest GT Qualifier: #52–Sarel Van Der Merwe: 129.039 mph (1:39.318)
Fastest Lights Qualifier: #80–Carlo Facetti: 113.249 mph (1:54.167) (Record)
Fastest GTO Qualifier: #07–Scott Pruett: 116.818 mph (1:49.709) (Record)
Fastest GTU Qualifier: #38–Roger Mandeville: 105.535 mph (2:01.438)
Fastest GT Lap: #45–John Paul Jr. (125.021 mph on third lap)
Fastest Lights Lap: #80–Almo Coppelli (110.411 mph on 63rd lap) (Record)
Fastest GTO Lap: #50–Bill Elliott (111.074 mph on 50th lap)
Fastest GTU Lap: #36–Dave Panaccione (103.862 mph on 61st lap)

Miami Grand Prix Street/Road Circuit / February 23, 1986

MIAMI CAMEL LIGHT GRAND PRIX, MIAMI, FLA., 21 LAPS/39.333 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Don Bell	01	Buick Royale	AT&T	L	21	Running
2	7	Gianpiero Moretti	81	Ferrari Alba	Gaston Andrey Racing	L	21	Running
3	3	Jim Downing	63	Mazda Argo	Certified Brakes Racing	L	21	Running
4	5	Logan Blackburn	6	Buick Tiga	Morgan Performance	L	20	Running
5	12	Frank Rubino	13	Mazda Argo	Outlaw Racing	L	19	Running
6	9	Paul Corazzo	22	Mazda Royale	Team 22/Marinos Ice	L	18	Running
7	10	Jim Fowells	27	Mazda Argo	MSB Racing	L	18	Running
8	11	Tom Hessert	96	Mazda Harrier	Hessert Racing	L	18	Running
9	1	Mike Brockman	9	Mazda Tiga	Rinzler Motoracing	L	7	Out
10	6	Brent O'Neill	61	Buick Argo	Deco Sales	L	5	Out
11	4	Martino Finotto	80	Ferrari Alba	Gaston Andrey Racing	L	4	Out
12	8	Mandy Gonzalez	35	Porsche Royale	Xtra Super Food Centers	L	4	Out

Purse: $21,850
Winner's Share: $7,000
Time of Race: 30:54.52
Lights Winning Speed: 76.353 mph (Record)
Margin of Victory: 7.392 seconds
Fastest Lights Qualifier: #9–Mike Brockman: 77.834 (1:26.63) (Record)
Fastest Lights Lap: #01–Don Bell (80.104 on 21st lap) (Record)

Miami Grand Prix Street/Road Circuit / March 2, 1986

LOWENBRAU GRAND PRIX OF MIAMI, MIAMI, FLA., 128 LAPS/239.744 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Bob Wollek/Paolo Barilla	86	Porsche 962	Bridgestone/Bayside	GT	128	Running
2	18	A.J. Foyt/Danny Sullivan	8	Porsche 962	Henn's Swap Shop Racing	GT	128	Running
3	2	Hans Stuck/Jo Gartner	5	Porsche 962	Bob Akin Motor Racing	GT	128	Running
4	8	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	127	Out
5	9	Klaus Ludwig/Tom Gloy	7	Ford Mustang Probe	Team Zakspeed USA	GT	126	Running
6	4	Al Holbert/Derek Bell	14	Porsche 962	Holbert Racing	GT	123	Running
7	5	Oscar Larrauri/Massimo Sigala	3	Porsche 962	Brun Motorsports	GT	123	Running
8	7	Lyn St. James/Pete Halsmer	07	Ford Mustang Probe	Team Zakspeed USA	GT	123	Running
9	11	David Hobbs/John Watson	19	BMW GTP	BMW North America	GT	122	Running
10	19	Tony Adamowicz/Elliott Forbes-Robinson	83	Nissan GTP-ZXT	Electramotive Engineering	GT	119	Running
11	23	John Kalagian/Rick Knoop	15	Buick March	Kai Agian Ardisana	GT	116	Running
12	24	Al Leon/Art Leon	2	Chevrolet March	Leon Brothers Racing	GT	115	Running
13	14	Gianpiero Moretti/Randy Lanier	0	Porsche 962	Joest Racing	GT	115	Running
14	21	Jim Adams/John Hotchkis	00	Porsche March	Hotchkis Racing	GT	108	Running
15	29	David Andrews/Nick Nicholson	99	Ford Tiga	Roy Baker Promotions	GT	106	Running
16	26	Bard Boand/Richard Anderson	33	Chevrolet Lola	Bo And Racing	GT	98	Running
17	6	John Paul Jr.	45	Buick Hawk	R.C. Buick/Hawk Conte	GT	95	Out
18	27	Mandy Gonzalez/Chris Marte	35	Porsche Royale	Diman Racing	GT	95	Running
19	10	Ken Madren/Whitney Ganz	46	Buick Hawk	R.C. Buick/Hawk Conte	GT	91	Running
20	17	Jim Busby/Darin Brassfield	67	Porsche 962	B.F. Goodrich	GT	78	Out
21	20	Fomfor/Albert Naon	28	Chevrolet Sauber	Fomfor Racing	GT	64	Out
22	12	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	62	Out
23	22	Walt Bohren	53	Chevrolet March	Mosler Racing	GT	47	Out
24	28	Tico Almeida/Joe Varde	06	Porsche Lola	Hi-Tech Racing	GT	45	Out
25	16	Davy Jones/John Andretti	18	BMW GTP	BMW North America	GT	41	Out
26	13	Emerson Fittipaldi/Bobby Rahal	85	Chevrolet March	R. Sanchez Racing	GT	36	Out
27	15	Steve Shelton	62	Chevrolet March	Shelton Ferrari	GT	32	Out
28	1	Sarel Van Der Merwe	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	30	Out
29	25	Lew Price	4	Chevrolet Corvette GTP	Lee Racing	GT	11	Out
DNS		Drake Olson	16	Porsche 962	Dyson Racing	GT		Out

Purse: $205,750
Winners' Share: $67,800
Time of Race: 3:01:22.423
Winning Speed: 79.309 mph (Record)
Margin of Victory: 28.974 seconds
Fastest GT Qualifier: #45–John Paul Jr.: 87.887 mph (1:16.721) (Record)
Fastest GT Lap: #3–Oscar Larrauri (86.952 mph on 11th lap) (Record)

Sebring International Raceway / March 22, 1986

COCA-COLA 12 HOURS OF SEBRING, SEBRING, FLA., 287 LAPS/1,394.82 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Bob Akin/Hans Stuck/Jo Gartner	5	Porsche 962	Bob Akin Motor Racing	GT	287	Running
2	6	John Morton/Darin Brassfield/Jim Busby	67	Porsche 962	B.F. Goodrich	GT	279	Running
3	2	Al Holbert/Derek Bell/Al Unser Jr.	14	Porsche 962	Holbert Racing	GT	269	Running
4	20	Bruce Jenner/Scott Pruett	7	Ford Mustang	7-Eleven/Roush Racing	GT	265	Running
5	21	Bill Elliott/Ricky Rudd	50	Ford Mustang	Folgers/Motorcraft	GTO	265	Running
6	25	Jim Rothbarth/Mike Meyer/Jeff Kline	66	Mazda Royale	STS-Mike Meyer Racing	L	246	Running
7	36	Ron Grable/John Heinricy/Bobby Carradine	88	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	245	Running
8	32	Roger Mandeville/Danny Smith	38	Mazda RX-7	Mandeville Auto Tech	GTU	240	Running
9	18	Jim Downing/John Maffucci/John O'Steen	63	Mazda Argo	Certified Brakes Racing	L	238	Running
10	38	Lance Van Every/Ash Tisdelle/Rusty Bond	92	Chevrolet Camaro	Van Every Racing	GTO	233	Out
11	37	Rick Borlase/Jim Torres/Michael Hammond	58	Porsche 934	Rick Borlase	GTO	231	Running
12	29	Les Delano/Jeremy Nightingale/Patty Moise	90	Chevrolet Camaro	Road Circuit Tech	GTO	230	Running
13	48	Tom Kendall/Robert Reed/John Hogdal	75	Mazda RX-7	CCR	GTU	226	Running
14	65	Jack Griffin/Bobby Hefner/Skip Winfree	35	Porsche 911	11 AM Dallas	GTU	225	Out
15	31	Marty Hinze/Jack Newsum/Tom Blackaller	16	Porsche Turbo	MHR Racing	GT	222	Running
16	64	Peter Uria/Larry Figaro/Jack Refenning	78	Porsche 911	901 Racing	GTU	220	Running
17	34	Brent O'Neill/Steve Shelton/Don Courtney	61	Buick Argo	Deco Sales	L	219	Running
18	68	Hernan Galeano/Christian Jacobs/Pedro Cardenas	45	Porsche 911	Turbo Concepts	GTU	209	Running
19	23	Chris Marte/Tim Coconis	62	Ford Mustang	Roush Racing	GTO	200	Out
20	35	Ron Canizares/William Jacobson/Howard Katz	29	Mazda Tiga	Ares Sports	L	198	Running
21	60	Ray Brezinka/Rudy Bartling/John Centano	39	Porsche 911	R&H Racing	GTU	197	Running
22	28	John Higgins/Chip Mead/Howard Cherry	42	Porsche Fabcar	White/Allen Porsche	L	184	Running
23	54	Paul Corazzo/Ed Flemke/Tom Hessert	22	Mazda Royale	Team 22/Sherri Cup	L	181	Out
24	14	Charles Morgan/Logan Blackburn	6	Buick Tiga	Morgan Performance	L	181	Out
25	47	Kikos Fonseca/Luis Mendez/Jamsal	34	Porsche 934	Latino Racing	GTO	174	Out
26	56	Lanny Hester/Maurice Hassey	64	Ford Mustang	Raintree Corporation	GTO	173	Running
27	69	Del Russo Taylor/Mike Hackney/Arvid Albanese	26	Pontiac Firebird	Bob's Speed Products	GTO	172	Running
28	13	Tommy Byrne/Wally Dallenbach Jr.	02	Chevrolet Camaro	Spirit Racing	GTO	171	Out
29	41	Don Knowles/Robert McConnell/Tommy Morrison	87	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	171	Out
30	53	Al Bacon/Bill Scott/Dennis Krueger	17	Mazda RX-7	Al Bacon Racing	GTU	168	Out
31	66	Gary Auberlen/Peter Jauker/C. Eisenlohr/K. Durkheimer	54	Porsche 911	SP Racing	GTU	166	Running
32	49	Roy Newsome/Tom Burdsall/Pete Welter	37	Mazda Tiga	Burdsall/Newsome Racing	L	162	Out
33	33	Costas Los/Dudley Wood	99	Ford Tiga	RB Promotions	GT	160	Out
34	71	John Hofstra/Charles Slater/Mickey Robinson	21	Porsche 911	Gary Wonzer	GTU	160	Running
35	73	Luis Mendez/Mauricio DeNarvaez	60	Porsche 911	Latino Racing	GTU	159	Out
36	58	Reed Kryder/Tom Palmer/Todd Morici	57	Nissan 280ZX	Kryderacing	GTU	157	Running
37	39	Ken Bupp/Guy Church/E.J. Generotti II	31	Chevrolet Camaro	CRT Contracting	GTO	156	Out
38	44	Chuck Kendall/Paul Lewis/Max Jones	11	Mazda Lola	Kendall Racing	L	153	Out
39	1	John Paul Jr./Whitney Ganz/Ken Madren	46	Buick Hawk	R.C. Buick Hawk	GT	151	Out
40	51	Bill Boyer/Buzzy Roberts/Mike Rand/Robby Unser	85	Pontiac Firebird	Highlands County Racing	GTO	151	Running
41	55	Amos Johnson/Dennis Shaw/Jack Dunham	71	Mazda RX-7	Team Highball	GTU	150	Out
42	27	Pancho Carter/Buzz McCall/Tom Sheehy/Walt Bohren	30	Chevrolet Camaro	Skoal Bandit	GTO	147	Out
43	15	Tommy Riggins/Elliott Forbes-Robinson	47	Pontiac Firebird	Dingman Brothers Racing	GTO	147	Out
44	8	Brian Redman/Hurley Haywood/Vern Schuppan	04	Jaguar XJR-7	Group 44	GT	146	Out
45	46	Rick Moore/Hoyt Overbagh/Chris Gennone	9	Chevrolet Camaro	OMR Engines	GTO	145	Out
46	5	Drake Olson/A.J. Foyt	8	Porsche 962	Henn's Swap Shop Racing	GT	141	Out
47	67	Tom Hunt/Jim Shelton	89	Mazda RX-7	Team Hunt Racing	GTU	140	Out
48	45	Jim Fowells/David Cowart/Kenper Miller	27	Mazda Argo	MSB Racing	L	136	Out
49	61	Dave Fuller/Squeak Kennedy	82	Chevrolet Corvette	K&P Racing	GTO	127	Running
50	70	Paul Romano/Jim Hillman/Jim Nelson	08	Mazda RX-7	Simms Romano Enterprises	GTU	125	Running
51	30	Roger Andre/Bob Herlin/Rick Mancuso	01	Ferrari Alba	Gaston Andrey Racing	L	123	Out
52	43	George Shafer/Joe Maloy/Bill McVay	83	Chevrolet Camaro	Shafer Racing	GTO	114	Out
53	9	Bob Tullius/Chip Robinson/Claude Ballot-Lena	44	Jaguar XJR-7	Group 44	GT	106	Out
54	26	Kelly Marsh/Ron Pawley	93	Mazda Argo	Mid-O/Rusty Jones	L	102	Out
55	62	Bob Lee/Bill Julian/Tim Lee/Jim Saxon	96	Buick Skyhawk	Bob's Speed Products	GTO	97	Running
56	57	Tom Nehl/Jim Fortin/Scott Gaylord	25	Chevrolet Camaro	Lucas Truck Service	GTO	96	Out
57	74	Gary Wonzer/Miguel Pagan/Bruce Dewey/Tom Cripe	48	Porsche Carrera	Gary Wonzer	GTO	94	Running
58	63	Chaunce Wallace/Van McDonald/Kevin Bruce	41	Mazda RX-7	Lion Rampant	GTU	90	Out
59	50	Ron Case/Dave Panaccione	36	Porsche 924 Carrera	Case Racing	GTU	83	Out
60	17	Chris Cord/Dennis Aase	98	Toyota Celica T	All American Racers	GTO	73	Out
61	19	Terry Labonte/Phil Parsons/Benny Parsons	28	Oldsmobile Calais	Tex Enterprises/U.S. Tobacco	GTO	67	Out
62	40	Frank Rubino/Ray Mummery	13	Mazda Argo	Outlaw Racing	L	65	Out
63	42	Dave Heinz/Don Yenko/Steve Zwiren	51	Chevrolet Corvette	Dave Heinz Imports	GTO	65	Out
64	12	Jack Baldwin/Jim Miller	76	Chevrolet Camaro	Peerless Racing	GTO	57	Out
65	16	Carlo Facetti/Martino Finotto/Ruggero Melgrati	80	Ferrari Alba	Gaston Andrey Racing	L	41	Out
66	22	Jerry Kendall/Dave White/Werner Frank	05	Porsche Turbo	Jerry Kendall	GT	40	Out
67	76	Carlos Muno/Carlos Migoy/Luis Albiza	43	Chevrolet Camaro	Eurospec Imports	GTO	40	Out
68	11	Jim Adams/John Hotchkis/John Kalagian	00	Porsche March	Hotchkis Racing	GT	38	Out
69	3	Bob Wollek/Paolo Barilla	86	Porsche 962	Bridgestone/Bayside	GT	36	Out
70	59	Carlos Reusch	24	Mazda RX-7	Global Racing	GTU	28	Out
71	75	Bill Gardner/John Greene/Steve Noffke	69	Chevrolet Monza	Rick Balderson	GTO	28	Out
72	52	Craig Rubright	55	Chevrolet Corvette	Bud Light Corvette	GTO	27	Out
73	72	Jeffrey Loving	77	Chevrolet Camaro	Sunrise Racing	GTO	16	Out
74	7	Gianpiero Moretti	0	Porsche 962	Momo/Joest Racing	GT	10	Out
75	10	Jim Mullen	4	Chevrolet Corvette GTP	Lee Racing	GT	9	Out
76	24	Bob Bergstrom	72	Oldsmobile Toronado	Whitehall Rocketsports	GTO	9	Out

Purse: $171,500
Winners' Share: $38,300
Time of Race: 12:02:22.289
Winning Speed: 115.852 mph (Record)
Lights Winning Speed: 98.981 mph
GTO Winning Speed: 106.764 mph (Record)
GTU Winning Speed: 96.591 mph (Record)
Margin of Victory: One minute, 21.646 seconds
Fastest GT Qualifier: #46–Whitney Ganz: 133.134 mph (2:11.416) (Record)
Fastest Lights Qualifier: #6–Logan Blackburn: 117.269 mph (2:29.195) (Record)
Fastest GTO Qualifier: #76–Jack Baldwin: 119.666 mph (2:26.207) (Record)
Fastest GTU Qualifier: #38–Roger Mandeville: 109.741 mph (2:39.43)
Fastest GT Lap: #14–Derek Bell (130.707 mph on 68th lap) (Record)
Fastest Lights Lap: #93–Kelly Marsh (113.928 on 12th lap) (Record)
Fastest GTO Lap: #76–Jack Baldwin (116.225 mph on third lap) (Record)
Fastest GTU Lap: #75–Tom Kendall (107.29 mph on 41st lap) (Record)

Road Atlanta / April 6, 1986

ATLANTA JOURNAL-CONSTITUTION CAMEL GRAND PRIX, BRASELTON, GA., 124 LAPS/310 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	124	Running
2	4	John Paul Jr./Whitney Ganz	45	Buick Hawk	R.C. Buick Hawk	GT	124	Running
3	2	Al Holbert/Derek Bell	14	Porsche 962	Holbert Racing	GT	124	Running
4	7	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	122	Running
5	11	John Morton/Jim Busby	67	Porsche 962	B.F. Goodrich	GT	120	Running
6	9	Darin Brassfield/Jochen Mass	68	Porsche 962	B.F. Goodrich	GT	119	Running
7	13	Art Leon/Al Leon/Calvin Fish	2	Chevrolet March	Leon Brothers Racing	GT	116	Running
8	10	John Winter/Marc Duez	0	Porsche 962	Joest Racing	GT	115	Running
9	17	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	112	Running
10	20	Mike Brockman/Steve Durst	09	Mazda Tiga	Rinzler Motoracing	L	111	Running
11	19	Don Bell/Terry Wolters	01	Buick Argo	AT&T	L	110	Running
12	21	Michael Gagliardo/Chris Kneifel	92	Mazda Lola	Chicago Racing Enterprises	L	107	Running
13	22	Frank Rubino/Ray Mummery	13	Mazda Argo	Outlaw Racing	L	103	Running
14	3	Klaus Ludwig/Tom Gloy	7	Ford Mustang Probe	Team Zakspeed USA	GT	95	Out
15	5	Lyn St. James/Pete Halsmer	07	Ford Mustang Probe	Team Zakspeed USA	GT	95	Running
16	16	Steve Johnson	51	Ford JRE-SR71	Steve Johnson	GT	94	Out
17	23	Ruggero Melgrati/Martino Finotto	80	Ferrari Alba	Gaston Andrey Racing	L	83	Running
18	12	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	77	Out
19	6	Bob Akin/Jo Gartner	5	Porsche 962	Bob Akin Motor Racing	GT	76	Out
20	15	Bob Earl/Gordon Spice	24	Pontiac Fiero GTP	Spice Engineering	L	59	Out
21	18	Brent O'Neill/Steve Shelton	61	Buick Argo	Deco Sales	L	53	Out
22	14	John Kalagian	15	Buick March	Kai Agian/Ardisana	GT	30	Out
23	8	John Watson	12	BMW GTP	BMW North America	GT	1	Out

Purse: $115,050
Winners' Share: $12,500
Time of Race: 2:48:07.91
Winning Speed: 110.627 mph (Record)
Lights Winning Speed: 99.213 mph (Record)
Margin of Victory: 29.08 seconds
Fastest GT Qualifier: #52–Sarel Van Der Merwe: 124.998 mph (1:12.001) (Record)
Fastest Lights Qualifier: #55–Bob Earl: 109.046 mph (1:22.534) (Record)
Fastest GT Lap: #11–Scott Pruett (108.342 mph on second lap) (Record)
Fastest Lights Lap: #55–Bob Earl (99.845 mph on third lap)

Riverside International Raceway / April 27, 1986

LOS ANGELES TIMES/FORD GRAND PRIX OF ENDURANCE, RIVERSIDE, CALIF., 178 LAPS/578.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	10	Rob Dyson/Price Cobb	16	Porsche 962	Dyson Racing	GT	178	Running
2	9	Darin Brassfield/Jochen Mass	68	Porsche 962	B.F. Goodrich	GT	177	Running
3	6	Bob Wollek/Paolo Barilla	86	Porsche 962	Bridgestone/Bayside	GT	176	Running
4	13	Bob Akin/James Weaver	5	Porsche 962	Bob Akin Motor Racing	GT	170	Running
5	16	Jack Baldwin/Jim Miller	76	Chevrolet Camaro	Peerless Racing	GTO	168	Running
6	15	Jim Adams/John Hotchkis	00	Porsche March	Hotchkis Racing	GT	168	Running
7	19	Scott Pruett/Bruce Jenner	77	Ford Mustang	7-Eleven/Roush Racing	GTO	166	Running
8	27	Michael Chandler/Steve Cameron/Danny May	27	Ford Thunderbird	Brisken Racing	GTO	163	Running
9	28	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	163	Running
10	12	Jim Busby/John Morton	67	Porsche 962	B.F. Goodrich	GT	162	Out
11	24	Gene Felton/Paul Gentilozzi/Bob Bergstrom	72	Oldsmobile Toronado	Whitehall Rocketsports	GTO	162	Running
12	41	Roger Mandeville/Danny Smith	38	Mazda RX-7	Mandeville Auto Tech	GTU	161	Running
13	29	Kelly Marsh/Ron Pawley/Don Marsh	93	Mazda Tiga	Mid-O/Rusty Jones	L	161	Running
14	46	Terry Visger/Don Roberts	50	Pontiac Fiero	Huffaker Engineering	GTU	161	Running
15	43	Jim Rothbarth/Mike Meyer	66	Mazda Royale	STS-Mike Meyer Racing	L	161	Running
16	49	Luis Mendez/Roy Valverde	69	Porsche 911	Latino Racing	GTU	159	Running
17	54	Ron Grable/John Heinricy/Bobby Carradine	88	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	159	Running
18	48	Amos Johnson/Dennis Shaw	71	Mazda RX-7	Team Highball	GTU	159	Running
19	34	Joseph Dilore/Jim Snelling/Scooter Patrick	85	Chevrolet Corvette	Diloreto Racing	GTO	155	Running
20	40	Chuck Kendall/Bart Kendall/Max Jones	11	Mazda Lola	Kendall Racing	L	155	Running
21	53	Don Knowles/Tommy Morrison/Bob McConnell	87	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	155	Running
22	20	Joe Varde/Jeff Kline	06	Buick Alba	Joe Varde Racing	L	153	Running
23	44	Tom Kendall/Robert Reed	75	Mazda RX-7	CCR	GTU	151	Running
24	36	Jim Torres/Monte Shell	39	Porsche 934	BCW Racing	GTO	147	Running
25	21	Charles Morgan/Logan Blackburn	6	Buick Tiga	Morgan Performance	L	145	Running
26	26	Gordon Spice/Ray Bell	24	Pontiac Fiero GTP	Spice Engineering	L	143	Running
27	47	Al Bacon/Bill Van	17	Mazda RX-7	Al Bacon Racing	GTU	138	Running
28	4	Al Holbert/Derek Bell	14	Porsche 962	Holbert Racing	GT	137	Out
29	56	Bob Leitzinger/Louis Rettenmeier	95	Nissan 300ZX	Leitzinger Racing	GTU	121	Running
30	3	Klaus Ludwig/Tom Gloy	7	Ford Mustang Probe	Team Zakspeed USA	GT	116	Out
31	23	Tommy Riggins/Craig Carter	47	Pontiac Firebird	Dingman Brothers Racing	GTO	112	Running
32	35	Bob Earl/Dominic Dobson	55	Pontiac Fiero	Huffaker Engineering	GTU	100	Out
33	33	Kikos Fonseca/Jamsal	34	Porsche 934	Latino Racing	GTO	91	Out
34	42	Les Delano/Andy Petery	90	Chevrolet Camaro	Road Circuit Tech	GTO	78	Out
35	18	Rocky Moran/Juan M. Fangio II	98	Toyota Celica T	All American Racers	GTO	75	Out
36	25	Steve Durst/Mike Brockman	09	Mazda Tiga	Rinzler Motoracing	L	72	Out
37	32	Peter Baljet/Ric Moore/Ed Matthews	40	Chevrolet Camaro	Peter Baljet	GTO	72	Out
38	31	Allen Glick/Leo Franchi	78	Chevrolet Camaro	Brooks Racing	GTO	60	Out
39	30	Deborah Gregg/Steve Millen	9	Porsche Tiga	Rinzler Motoracing	L	47	Out
40	55	Vic Manuelli/Rick Greaney	89	Mercury Capri	Fantasy Racing	GTO	43	Out
41	8	Bob Lobenberg/Ken Madren	46	Buick Hawk	R.C. Buick Hawk/Conte	GT	38	Out
42	5	Lyn St. James/Pete Halsmer	07	Ford Mustang Probe	Team Zakspeed USA	GT	36	Out
43	11	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	36	Out
44	7	Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	31	Out
45	52	Chuck McConnell/Russ Romer	42	Pontiac Firebird	Chuck McConnell	GTO	29	Out
46	2	Geoff Brabham	83	Nissan GTP ZX-T	Electramotive Engineering	GTU	27	Out
47	14	Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	20	Out
48	50	Doug Barnhold	48	Nissan 280ZX	Genesis Engineering	GTU	16	Out
49	1	John Paul Jr.	45	Buick Hawk	R.C. Buick Hawk/Conte	GT	15	Out
50	51	Jim Fitzgerald	12	Buick Somerset	Centurian Auto Trans	GTO	15	Out
51	39	Frank Rubino	13	Mazda Argo	Outlaw Racing	L	12	Out
52	22	Don Bell	01	Buick Argo	AT&T	L	12	Out
53	17	Tommy Byrne	02	Chevrolet Camaro	Spirit Racing	GTO	8	Out
54	38	Rick Borlase	58	Porsche 930	Rick Borlase	GTO	8	Out
55	37	George Alderman	32	Nissan 280ZX T	Alderman Nissan	GTU	5	Out
56	45	Paul Lewis	29	Mazda Tiga	Ares Sports	L	3	Out

Purse: $174,300
Winners' Share: $38,550
Time of Race: 6:01:45.423
Winning Speed: 95.948 mph
Lights Winning Speed: 87.825 mph (Record)
GTO Winning Speed: 90.173 mph
GTU Winning Speed: 86.694 mph
Margin of Victory: 56.384 seconds
Fastest GT Qualifier: #45–John Paul Jr.: 129.851 mph (1:30.103) (Record)
Fastest Lights Qualifier: #06–Joe Varde: 111.661 mph (1:44.781) (Record)
Fastest GTO Qualifier: #76–Jack Baldwin: 113.846 mph (1:46.27)
Fastest GTU Qualifier: #55–Bob Earl: 105.873 mph (1:50.51)
Fastest GT Lap: #45–John Paul Jr. (122.372 mph on first lap) (Record)
Fastest Lights Lap: #06–Joe Varde (107.814 on eighth lap)
Fastest GTO Lap: #76–Jack Baldwin (110.097 mph on second lap)
Fastest GTU Lap: #38–Roger Mandeville (101.854 mph on 105th lap)

Laguna Seca Raceway / May 4, 1986

MONTEREY TRIPLE CROWN, MONTEREY, CALIF., 98 LAPS/186.2 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Klaus Ludwig	7	Ford Mustang Probe	Team Zakspeed USA	GT	98	Running
2	6	Chip Robinson/Hurley Haywood	44	Jaguar XJR-7	Group 44	GT	98	Running
3	5	Price Cobb	16	Porsche 962	Dyson Racing	GT	96	Running
4	2	Al Holbert	14	Porsche 962	Holbert Racing	GT	95	Running
5	7	Pete Halsmer	07	Ford Mustang Probe	Team Zakspeed USA	GT	94	Out
6	11	Bob Earl	24	Pontiac Fiero GTP	Spice Engineering	L	90	Running
7	14	Jim Downing	63	Mazda Argo	Certified Brakes Racing	L	90	Running
8	13	Don Bell	01	Buick Argo	AT&T	L	90	Running
9	12	Logan Blackburn	6	Buick Tiga	Morgan Performance	L	89	Running
10	15	Jim Rothbarth/Mike Meyer	66	Mazda Royale	STS-Mike Meyer Racing	L	87	Running
11	18	Deborah Gregg/Jeff Kline	9	Porsche Tiga	Rinzler Motoracing	L	87	Running
12	20	Ron Canizares/Paul Lewis	29	Mazda Tiga	Ares Sports	L	86	Running
13	17	Chuck Kendall/Bart Kendall	11	Mazda Lola	Kendall Racing	L	84	Running
14	10	Bruce Leven/Bill Adam	86	Porsche 962	Bridgestone/Bayside	GT	84	Running
15	19	Frank Rubino/Ray Mummery	13	Mazda Argo	Outlaw Racing	L	81	Running
16	4	John Paul Jr.	45	Buick Hawk	R.C. Buick Hawk/Conte	GT	74	Out
17	8	Whitney Ganz	46	Buick Hawk	R.C. Buick Hawk/Conte	GT	74	Running
18	9	Darin Brassfield	67	Porsche 962	B.F. Goodrich	GT	42	Out
19	3	Elliott Forbes-Robinson	83	Nissan GTP-ZXT	Electramotive Engineering	GT	23	Out
20	16	Steve Durst	09	Mazda Tiga	Rinzler Motoracing	L	16	Out

Purse: $114,200
Winner's Share: $32,000
Time of Race: 1:43:47.384
Winning Speed: 107.641 mph
Lights Winning Speed: 98.705 mph
Margin of Victory: 36.962 seconds
Fastest GT Qualifier: #7–Klaus Ludwig: 120.652 mph (56.962) (Record)
Fastest Lights Qualifier: #24–Bob Earl: 108.368 (1:03.118) (Record)
Fastest GT Lap: #14–Al Holbert (116.18 mph on 13th lap) (Record)
Fastest Lights Lap: #24–Bob Earl (103.731 mph on 19th lap) (Record)

Charlotte Motor Speedway / May 18, 1986

CHARLOTTE 500-KILOMETER CAMEL GRAND PRIX, CONCORD, N.C., 138 LAPS/310.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Drake Olson/Price Cobb	16	Porsche 962	Dyson Racing	GT	138	Running
2	2	Bob Akin/Hans Stuck	5	Porsche 962	Bob Akin Motor Racing	GT	136	Running
3	5	Whitney Ganz/Bob Lobenberg	46	Buick Hawk	R.C. Buick Hawk/Conte	GT	135	Running
4	6	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	135	Running
5	8	Darin Brassfield/John Morton	68	Porsche 962	B.F. Goodrich	GT	131	Running
6	10	Bob Earl/Ray Bell	24	Pontiac Fiero GTP	Spice Engineering	L	127	Running
7	18	Jim Rothbarth/Mike Meyer	66	Mazda Royale	STS-Mike Meyer Racing	L	122	Running
8	20	Ron Canizares/Howard Katz	29	Mazda Tiga	Ares Sports	L	121	Running
9	22	Deborah Gregg/Colin Trueman/Jeff Kline	9	Porsche Tiga	Rinzler Motoracing	L	118	Running
10	16	Martino Finotto/Carlo Facetti/Paolo Barilla	80	Ferrari Alba	Gaston Andrey Racing	L	115	Running
11	13	Brent O'Neill/Steve Shelton	61	Buick Argo	Deco Sales	L	115	Running
12	19	John Higgins/Howard Cherry	42	Porsche Fabcar	White/Allen Motorsports	L	97	Running
13	17	Al Leon/Art Leon	2	Chevrolet March	Leon Brothers Racing	GT	93	Out
14	14	Charles Morgan/Logan Blackburn	6	Buick Tiga	Morgan Performance	L	75	Out
15	12	Jim Downing	63	Mazda Argo	Certified Brakes Racing	L	53	Out
16	11	Joe Varde/Tico Almeida	06	Buick Alba	Joe Varde Racing	L	43	Out
17	21	Mike Gagliardo	92	Mazda Lola	Chicago Racing	L	40	Out
18	3	Al Holbert/Derek Bell	14	Porsche 962	Holbert Racing	GT	39	Out
19	9	Jim Busby	67	Porsche 962	B.F. Goodrich	GT	38	Out
20	1	Klaus Ludwig	7	Ford Mustang Probe	Team Zakspeed USA	GT	29	Out
21	7	Bob Wollek	86	Porsche 962	Bridgestone/Bayside	GT	20	Out
22	15	Jeff Kline	01	Buick Argo	AT&T	L	20	Out
23	23	Frank Rubino	13	Mazda Argo	Outlaw Racing	L	2	Out

Purse: $100,650
Winners' Share: $23,550
Time of Race: 2:49:55.575
Winning Speed: 109.636 mph (Record)
Lights Winning Speed: 100.592 mph (Record)
Margin of Victory: Two laps, one minute, 4.268 seconds
Fastest GT Qualifier: #14–Al Holbert: 119.517 mph (1:07.773) (Record)
Fastest Lights Qualifier: #24–Bob Earl: 108.514 mph (1:14.645) (Record)
Fastest GT Lap: #7–Klaus Ludwig (118.303 mph on second lap) (Record)
Fastest Lights Lap: #01–Jeff Kline (106.432 mph on third lap) (Record)

Lime Rock Park / May 26, 1986

LIME ROCK 150-LAP CAMEL GRAND PRIX, LIME ROCK, CONN., 150 LAPS/229.5 MILEPURSE: $105,200

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	5	Al Holbert	14	Porsche 962	Holbert Racing	GT	150	Running
2	1	Drake Olson/Price Cobb	16	Porsche 962	Dyson Racing	GT	150	Running
3	6	Bob Wollek/Paolo Barilla	86	Porsche 962	Bridgestone/Bayside	GT	149	Running
4	13	Derek Bell	1	Porsche 962	Holbert Racing	GT	149	Running
5	3	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	147	Running
6	12	Bob Akin/Jo Gartner	5	Porsche 962	Bob Akin Motor Racing	GT	146	Running
7	10	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	146	Running
8	8	Darin Brassfield/Jochen Mass	68	Porsche 962	B.F. Goodrich	GT	145	Running
9	19	David Loring	70	Mazda GTP	Z&W Motorsports	L	141	Running
10	2	Pete Halsmer/Tom Gloy	07	Ford Mustang Probe	Team Zakspeed USA	GT	139	Running
11	15	Michael Brockman/Steve Durst	09	Mazda Tiga	Ball Brothers	L	139	Running
12	14	Bob Earl	24	Pontiac Fiero GTP	Spice Engineering	L	139	Running
13	22	Ron Canizares/Howard Katz	29	Mazda Tiga	Ares Sports	L	138	Running
14	17	Jim Downing	63	Mazda Argo	Certified Brakes Racing	L	138	Running
15	11	Whitney Ganz/Bob Lobenberg	46	Buick Hawk	R.C. Buick Hawk/Conte	GT	136	Running
16	26	Jim Rothbarth/Mike Meyer	66	Mazda Royale	STS-Mike Meyer Racing	L	136	Running

17	18	Steve Johnson	51	Ford JRE SR-71	Johnson Engineering	GT	136	Running
18	9	Jim Busby/John Morton	67	Porsche 962	B.F. Goodrich	GT	132	Out
19	27	Deborah Gregg/Dominic Dobson	9	Porsche Tiga	Rinzler Motor Racing	L	127	Running
20	24	Paul Corazzo/Ed Flemke	22	Mazda Royale	Team 22	L	124	Running
21	20	Don Bell/Jeff Kline	01	Buick Argo	AT&T	L	118	Running
22	23	Gianpiero Moretti/Roger Andrey	25	Ferrari Alba	Gaston Andrey Racing	L	110	Running
23	25	Jim Fowells/David Cowart	27	Mazda Argo	MSB Racing	L	92	Out
24	16	Charles Morgan/Logan Blackburn	6	Buick Tiga	Morgan Performance	L	87	Out
25	4	Tom Gloy	7	Ford Probe	Team Zakspeed USA	GT	32	Out
26	7	Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	16	Out
27	21	Joe Varde	06	Buick Alba	Joe Varde Racing	L	5	Out

Purse: $105,200
Winner's Share: $22,000
Time of Race: 2:18:49.858
Winning Speed: 99.185 mph (Record)
Lights Winning Speed: 93.141 mph (Record)
Margin of Victory: 19.484 seconds
Fastest GT Qualifier: #44–Chip Robinson: 115.734 mph (47.592) (Record)
Fastest Lights Qualifier: #24–Bob Earl: 106.336 mph (51.798)
Fastest GT Lap: #16–Drake Olson (116.031 mph on sixth lap) (Record)
Fastest Lights Lap: #06–Joe Varde (103.32 mph on fourth lap)

Mid-Ohio Sports Car Course / June 8, 1986

500-KILOMETER MID-OHIO CAMEL GRAND PRIX, LEXINGTON, OHIO, 129 LAPS/309.6 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Al Holbert/Derek Bell	14	Porsche 962	Holbert Racing	GT	129	Running
2	3	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	129	Running
3	8	Doc Bundy/Sarel Van Der Merwe	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	128	Running
4	10	Bob Wollek/Paolo Barilla	86	Porsche 962	Bridgestone/Bayside	GT	128	Running
5	12	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	128	Running
6	4	Drake Olson/Price Cobb	16	Porsche 962	Dyson Racing	GT	128	Running
7	6	Elliott Forbes-Robinson/Ludwig Heimrath Jr.	83	Nissan GTP	Electramotive Engineering	GT	127	Running
8	5	Oscar Larrauri/Massimo Sigala	3	Porsche 962	Brun Motorsports	GT	126	Running
9	9	Darin Brassfield/Jochen Mass	68	Porsche 962	B.F. Goodrich	GT	125	Running
10	11	Jim Busby/John Morton	67	Porsche 962	B.F. Goodrich	GT	124	Running
11	14	Mike Brockman/Steve Durst	09	Mazda Tiga	Ball Brothers Racing	L	120	Running
12	17	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	118	Running
13	16	Joe Varde/Bill Adam	06	Buick Alba	Joe Varde Racing	L	115	Running
14	22	Jim Rothbarth/Mike Meyer	66	Mazda Royale	STS-Mike Meyer Racing	L	112	Running
15	23	Howard Katz/Almo Coppelli	25	Ferrari Alba	Gaston Andrey Racing	L	110	Running
16	20	Kelly Marsh/Don Marsh	93	Mazda Tiga	Mid-O/Rusty Jones	L	104	Running
17	21	Deborah Gregg/Jeff Kline	9	Porsche Tiga	Rinzler Motor Racing	L	102	Running
18	18	Chip Mead/John O'Steen	42	Porsche Fabcar	White/Allen Porsche	L	97	Out
19	25	Paul Corazzo/Ed Flemke	22	Mazda Royale	Team 22/Sherri Cup	L	47	Out
20	24	Frank Rubino	13	Mazda Argo	Rubino Racing	L	37	Out
21	7	Whitney Ganz	46	Buick Hawk	R.C. Buick Hawk/Conte	GT	35	Out
22	13	Charles Morgan	6	Buick Tiga	Morgan Performance	L	29	Out
23	19	Ron Canizares	29	Mazda Tiga	Ares Sports	L	18	Out
24	15	Bob Earl	24	Pontiac Fiero GTP	Spice Engineering	L	9	Out
25	1	Hans Stuck	5	Porsche 962	Bob Akin Motor Racing	GT	3	Out

Purse: $105,500
Winner's Share: $22,000
Time of Race: 3:07:54.731
Winning Speed: 98.855 mph (Record)
Lights Winning Speed: 91.241 mph (Record)

Margin of Victory: One minute, 16.542 seconds
Fastest GT Qualifier: #5–Hans Stuck: 107.413 mph (1:20.437) (Record)
Fastest Lights Qualifier: #6–Logan Blackburn: 96.787 mph (1:29.268) (Record)
Fastest GT Lap: #14–Al Holbert (103.946 mph on third lap) (Record)
Fastest Lights Lap: #09–Steve Durst (95.039 mph on 39th lap) (Record)

West Palm Beach Street Circuit / June 22, 1986

GRAND PRIX OF WEST PALM BEACH, WEST PALM BEACH, FLA., 136 LAPS/217.6 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	136	Running
2	4	Darin Brassfield/Jochen Mass	68	Porsche 962	B.F. Goodrich	GT	136	Running
3	7	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	136	Running
4	8	Derek Bell/Al Holbert	14	Porsche 962	Holbert Racing	GT	136	Running
5	10	Jim Busby/John Morton	67	Porsche 962	B.F. Goodrich	GT	135	Running
6	3	Oscar Larrauri/Gianpiero Moretti	3	Porsche 962	Brun Motorsports	GT	134	Running
7	11	Ruggero Melgrati/Carlo Facetti	80	Ferrari Alba	Gaston Andrey Racing	L	131	Running
8	18	Don Bell/Jeff Kline	01	Buick Argo	AT&T	L	130	Running
9	9	A.J. Foyt/Danny Ongais	8	Porsche 962	Henn's Swap Shop Racing	GT	127	Out
10	2	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	127	Running
11	24	Jim Rothbarth/Mike Meyer	66	Mazda Royale	STS-Mike Meyer Racing	L	127	Running
12	14	Deborah Gregg/Steve Millen	9	Porsche Tiga	Brumos Racing	L	125	Running
13	13	Bob Earl/Chip Mead	24	Pontiac Fiero GTP	Spice Engineering	L	121	Running
14	25	Ray Mummery/Reggie Smith	13	Mazda Argo	Outlaw Racing	L	113	Running
15	21	Howard Cherry/Chip Mead	42	Porsche Fabcar	White/Allen Motorsports	L	110	Out
16	20	Jim Fowells/David Cowart	27	Mazda Argo	MSB Racing	L	108	Running
17	6	Bob Wollek/Paolo Barilla	86	Porsche 962	Bridgestone/Bayside	GT	102	Out
18	19	Joe Varde/Bill Koll	06	Buick Alba	Joe Varde Racing	L	102	Out
19	12	Fomfor/Albert Naon	18	Chevrolet Sauber	Fomfor Racing	GT	93	Out
20	15	Al Leon/Art Leon	2	Chevrolet March	Leon Brothers Racing	GT	74	Out
21	16	Steve Durst	09	Mazda Tiga	Ball Brothers Racing	L	60	Out
22	5	Steve Shelton/Tom Shelton	62	Chevrolet March	Shelton Ferrari	GT	52	Out
23	26	Bob Herlin/Almo Coppelli	25	Ferrari Alba	Gaston Andrey Racing	L	33	Out
24	17	Bill Jacobson	29	Mazda Tiga	Ares Sports	L	23	Out
25	23	Brent O'Neill	61	Buick Argo	Deco Sales/Performance Tech	L	6	Out
26	22	John McComb	53	Chevrolet March	Mosler Racing	GT	5	Out

Purse: $140,400
Winners' Share: $26,500
Time of Race: 3:00:54.093
Winning Speed: 72.172 mph (Record)
Lights Winning Speed: 69.482 mph (Record)
Margin of Victory: .393 seconds
Fastest GT Qualifier: #52–Sarel Van Der Merwe: 87.804 mph (1:05.601) (Record)
Fastest Lights Qualifier: #80–Ruggero Melgrati: 82.849 mph (1:09.524) (Record)
Fastest GT Lap: #44–Chip Robinson (85.595 mph on third lap) (Record)
Fastest Lights Lap: #80–Ruggero Melgrati (80.976 mph on third lap) (Record)

Watkins Glen International / July 6, 1986

CAMEL CONTINENTAL, WATKINS GLEN, N.Y., 148 LAPS/499.796 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Al Holbert/Derek Bell	14	Porsche 962	Holbert Racing	GT	148	Running
2	3	Oscar Larrauri/Gianpiero Moretti	3	Porsche 962	Brun Motorsports	GT	147	Running
3	8	Whitney Ganz/Jim Crawford	46	Buick Hawk	R.C. Buick Hawk/Conte	GT	146	Running
4	11	Bob Akin/Price Cobb/James Weaver	5	Porsche 962	Bob Akin Motor Racing	GT	145	Running
5	10	Davy Jones/John Andretti	18	BMW GTP	BMW North America	GT	144	Running
6	7	John Watson/David Hobbs	19	BMW GTP	BMW North America	GT	143	Running
7	14	Jochen Mass/Darin Brassfield	68	Porsche 962	B.F. Goodrich	GT	143	Running
8	13	Jim Adams/John Hotchkis	10	Porsche 962	Hotchkis Racing	GT	141	Running
9	2	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	138	Running
10	24	Charles Morgan/Logan Blackburn	6	Buick Tiga	Morgan Performance	L	135	Running
11	17	Jack Baldwin/Geoff Bodine	76	Chevrolet Camaro	Peerless Racing	GTO	135	Running
12	23	Bruce Jenner/Scott Pruett	7	Ford Mustang	7-Eleven/Roush Racing	GTO	134	Running
13	19	Ray Bell/Gordon Spice	24	Pontiac Fiero GTP	Spice Engineering	L	134	Running
14	27	Chester Vincentz/John Bauer	91	Porsche 930S	Electrodyne Performance	GTO	133	Running
15	1	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	133	Running
16	21	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	131	Running
17	29	Howard Katz/Bill Alsup/Steve Phillips	73	Chevrolet Tiga	AMF Racing	L	131	Running
18	15	Bruce Leven/Bill Adam/Paolo Barilla	85	Porsche 962	Bridgestone/Bayside	GT	129	Running
19	39	Roger Mandeville/Danny Smith	38	Mazda RX-7	Mandeville Auto Tech	GTO	128	Running
20	42	Ron Grable/John Heinricy/Bobby Carradine	88	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	126	Running
21	41	Tom Kendall/Robert Reed	75	Mazda RX-7	CCR	GTU	126	Running
22	30	Kelly Marsh/Ron Pawley/Don Marsh	93	Mazda Tiga	Mid-O/Rusty Jones	L	125	Running
23	33	Mike Meyer/Jim Rothbarth	66	Mazda Royale	STS-Newlook-Mike Meyer Racing	L	125	Running
24	46	Lanny Hester/Maurice Hassey	64	Ford Mustang	Raintree Corporation	GTO	124	Running
25	22	Martino Finotto/Ruggero Melgrati/Carlo Facetti	80	Ferrari Alba	Gaston Andrey Racing	L	123	Running
26	35	Kikos Fonseca/Ron Valverde	34	Porsche 934	Latino Racing	GTO	122	Running
27	47	Dick Greer/Mike Mees	82	Mazda RX-7	Aspen Inn	GTU	119	Running
28	49	Helmut Silberberger/Dennis Krueger	41	Mazda RX-7	Tyrolean Racing	GTU	119	Running
29	18	Dennis Aase/Chris Cord	99	Toyota Celica T	All American Racers	GTO	115	Running
30	52	Reed Kryder/Larry Ritz/Rod Whelan	57	Nissan 280ZX	Kryderacing	GTU	111	Running
31	44	Al Bacon/Peter Argetsinger	17	Mazda RX-7	Al Bacon Racing	GTU	111	Running
32	37	Bob Earl/Terry Visger	55	Pontiac Fiero	Huffaker Engineering	GTU	109	Out
33	50	Greg Walker/Nort Northam	56	Chevrolet Corvette	Greg Walker Racing	GTO	107	Running
34	43	Amos Johnson/Dennis Shaw	71	Mazda RX-7	Team Highball	GTU	102	Running
35	51	Ray Hendricks/Bruce Jones	89	Porsche 914	Dynamic Air Conditioning	GTU	97	Out
36	20	David Loring/Pierre Honegger	70	Mazda GTP	Z&W Motorsports	L	97	Out
37	38	Oma Kimbrough/Chris Gennone	9	Chevrolet Camaro	OMR Engines	GTO	92	Running
38	12	Jim Busby/John Morton	67	Porsche 962	B.F. Goodrich	GT	88	Out
39	48	Del Russo Taylor/Steve Zwiren/Rex Ramsey	26	Pontiac Firebird	Bob's Speed Products	GTO	75	Out
40	32	Almo Coppelli/Roger Andrey	25	Ferrari Alba	Gaston Andrey Racing	L	74	Out
41	40	Jon Woodner/Jack Newsum	50	Pontiac Fiero	Huffaker Engineering	GTU	66	Out
42	31	Jim Fowells/Kenper Miller	27	Mazda Argo	MSB Racing	L	43	Out
43	9	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	40	Out
44	28	Tommy Riggins/Craig Carter	47	Pontiac Firebird	Dingman Brothers Racing	GTO	39	Out
45	25	Don Bell/Jeff Kline	01	Buick Royale	AT&T	L	35	Out
46	34	Andy Petery/John Hotchkis	90	Chevrolet Camaro	Road Circuit Tech	GTO	29	Out
47	6	Drake Olson	16	Porsche 962	Dyson Racing	GT	25	Out
48	26	Steve Durst	09	Mazda Tiga	Ball Brothers Racing	L	22	Out
49	45	Benny Parsons	28	Oldsmobile Calais	Tex Racing	GTO	21	Out
50	5	Bob Wollek	86	Porsche 962	Bridgestone/Bayside	GT	19	Out
51	16	Willy T. Ribbs	77	Chevrolet Camaro	Brooks Racing	GTO	15	Out
52	36	Ash Tisdelle	92	Chevrolet Camaro	Van Every Racing	GTO	13	Out

Purse: $222,200
Winners' Share: $75,500
Time of Race: 4:37:08.802
Winning Speed: 108.202 mph (Record)
Lights Winning Speed: 98.328 mph (Record)
GTO Winning Speed: 98.186 mph (Record)

GTU Winning Speed: 93.083 mph (Record)
Margin of Victory: One lap, 9.377 seconds
Fastest GT Qualifier: #52–Sarel Van Der Merwe: 122.576 mph (1:39.181)
Fastest Lights Qualifier: #24–Gordon Spice: 108.83 mph (1:51.708)
Fastest GTO Qualifier: #77–Willy T. Ribbs: 109.39 mph (1:51.136)
Fastest GTU Qualifier: #55–Bob Earl: 101.025 mph (2:00.339)
Fastest GT Lap: #67–Jim Busby (120.166 mph on 13th lap)
Fastest Lights Lap: #63–John Maffucci (106.483 on 67th lap)
Fastest GTO Lap: #99–Chris Cord (107.767 mph on sixth lap)
Fastest GTU Lap: #50–Jon Woodner (98.799 mph on fifth lap)

Portland International Raceway / July 27, 1986

G.I. JOE'S GRAND PRIX, PORTLAND, ORE., 97 LAPS/185.755 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	5	Al Holbert	14	Porsche 962	Holbert Racing	GT	97	Running
2	3	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	97	Running
3	1	Geoff Brabham	83	Nissan GTP ZX-T	Electramotive Engineering	GT	97	Running
4	8	John Watson/David Hobbs	19	BMW GTP	BMW North America	GT	97	Running
5	10	Lyn St. James/Tom Gloy	07	Ford Probe	Team Zakspeed USA	GT	97	Running
6	11	Klaus Ludwig/Scott Pruett	7	Ford Probe	Team Zakspeed USA	GT	97	Running
7	6	Derek Bell	1	Porsche 962	Holbert Racing	GT	97	Running
8	2	Sarel Van Der Merwe/Doc Bundy	52	Chev. Corvette GTP	Hendrick Motorsports	GT	97	Running
9	13	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	96	Running
10	9	Bob Wollek	85	Porsche 962	Bridgestone/Bayside	GT	95	Running
11	17	Rob Dyson/Price Cobb	16	Porsche 962	Dyson Racing	GT	95	Running
12	15	Jochen Mass/Darin Brassfield	68	Porsche 962	B.F. Goodrich	GT	94	Running
13	16	Bruce Leven/Paolo Barilla	86	Porsche 962	Bridgestone/Bayside	GT	93	Running
14	14	Jim Busby/John Morton	67	Porsche 962	B.F. Goodrich	GT	91	Running
15	19	Jim Downing	63	Mazda Argo	Certified Brakes Racing	L	87	Running
16	20	Howard Katz	73	Chevrolet Tiga	AMF Racing	L	86	Running
17	21	Jim Rothbarth/Mike Meyer	66	Porsche Tiga	STS-Newlook-Mike Meyer Racing	L	81	Running
18	18	Bob Earl	24	Porsche Fabcar	Spice Engineering	L	68	Out
19	7	Whitney Ganz	45	Mazda Royale	R.C. Buick Hawk/Conte	GT	47	Out
20	12	John Andretti	18	Mazda Argo	BMW North America	GT	39	Out
21	22	Don Walker	48	Buick Hawk	Global America	GT	38	Out
22	4	James Weaver	5	Buick Tiga	Bob Akin Motor Racing	GT	31	Out

Purse: $103,050
Winner's Share: $20,500
Time of Race: 1:42:54.986
Winning Speed: 108.295 mph (Record)
Lights Winning Speed: 97.064 mph (Record)
Margin of Victory: 1.557 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 117.723 mph (58.561) (Record)
Fastest Lights Qualifier: #24–Bob Earl: 103.863 mph (1:06.376) (Record)
Fastest GT Lap: #52–Sarel Van Der Merwe (112.776 mph on fourth lap) (Record)
Fastest Lights Lap: #24–Bob Earl (100.247 mph on 19th lap) (Record)

Sears Point International Raceway / August 3, 1986

SEARS POINT 300-KILOMETER GRAND PRIX, SONOMA, CALIF., 75 LAPS/189.225 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Rob Dyson/Price Cobb	16	Porsche 962	Dyson Racing	GT	75	Running
2	8	Al Holbert/Derek Bell	14	Porsche 962	Holbert Racing	GT	75	Running
3	10	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	75	Running
4	7	Elliott Forbes-Robinson	83	Nissan GTP-ZXT	Electramotive Engineering	GT	75	Running
5	5	John Andretti/Davy Jones	18	BMW GTP	BMW North America	GT	75	Running
6	1	Paolo Barilla/Bob Wollek	85	Porsche 962	Bridgestone/Bayside	GT	74	Running
7	14	Jochen Mass/Darin Brassfield	68	Porsche 962	B.F. Goodrich	GT	72	Running
8	11	James Weaver	5	Porsche 962	Bob Akin Motor Racing	GT	68	Out
9	17	Jim Downing	63	Mazda Argo	Certified Brakes Racing	L	67	Running
10	19	Steve Phillips	73	Chevrolet Tiga	AMF Racing	L	67	Running
11	21	Jim Rothbarth	66	Mazda Royale	STS-Newlook-Mike Meyer Racing	L	67	Running
12	18	Brian Goell/Phillip Compton	48	Chevrolet March	Global America	GT	66	Running
13	16	Bob Earl	24	Pontiac Fiero GTP	Spice Engineering	L	65	Running
14	12	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	64	Out
15	9	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	61	Out
16	3	Klaus Ludwig/Tom Gloy/Lyn St. James	7	Ford Probe	Team Zakspeed USA	GT	61	Running
17	15	Jim Busby/John Morton	67	Porsche 962	B.F. Goodrich	GT	60	Out
18	6	John Watson/David Hobbs	19	BMW GTP	BMW North America	GT	59	Out
19	4	Klaus Ludwig/Pete Halsmer	07	Ford Probe	Team Zakspeed USA	GT	52	Out
20	20	Tom Blackaller	32	Mazda Tiga	Tom Blackaller Racing	L	47	Out
21	13	Jim Crawford	45	Buick Hawk	R.C. Buick Hawk/Conte	GT	12	Out

Purse: $105,050
Winners' Share: $22,300
Time of Race: 1:55:01.83
Winning Speed: 98.7 mph (Record)
Lights Winning Speed: 87.649 mph
Margin of Victory: 41.18 seconds
Fastest GT Qualifier: #85–Bob Wollek: 107.013 mph (1:24.876) (Record)
Fastest Lights Qualifier: #24–Bob Earl: 96.849 mph (1:33.783)
Fastest GT Lap: #7–Klaus Ludwig (102.333 mph on third lap)
Fastest Lights Lap: #63–Jim Downing (91.801 mph on 60th lap)

Road America / August 24, 1986

LOWENBRAU CLASSIC, ELKHART LAKE, WIS., 125 LAPS/500 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	6	Al Holbert/Al Unser Jr.	14	Porsche 962	Holbert Racing	GT	125	Running
2	10	Rob Dyson/Price Cobb	16	Porsche 962	Dyson Racing	GT	120	Running
3	19	Rocky Moran/Dennis Aase	98	Toyota Celica T	All American Racers	GTO	115	Running
4	17	Scott Pruett/Bruce Jenner	11	Ford Mustang	7-Eleven/Roush Racing	GTO	115	Running
5	21	Martino Finotto/Ruggero Melgrati	80	Ferrari Alba	Gaston Andrey Racing	L	115	Running
6	16	Bob Akin/Kees Nierop	5	Porsche 962	Bob Akin Motor Racing	GT	114	Running
7	23	Chip Ganassi/David Sears	24	Pontiac Fiero GTP	Spice Engineering	L	113	Running
8	30	David Loring/Pierre Honegger	70	Mazda GTP	Z&W Motorsports	L	113	Running
9	32	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	113	Running
10	24	Don Bell/Jeff Kline	01	Buick Royale	AT&T	L	112	Running
11	12	Darin Brassfield/John Morton	68	Porsche 962	B.F. Goodrich	GT	112	Running
12	33	Michael Gagliardo/Thomas Knapp/Scott Overby	94	Mazda Lola	Chicago Racing	L	111	Running
13	45	Jim Torres/Werner Franks	39	Porsche 930S	BCW Racing	GTO	110	Running
14	34	Ron Canizares/Mike Strawbridge	29	Mazda Tiga	Ares Sports	L	109	Running
15	46	Roger Mandeville/Danny Smith	38	Mazda RX-7	Mandeville Auto Tech	GTU	108	Running
16	51	Tom Kendall/Irv Hoerr	75	Mazda RX-7	CCR	GTU	108	Running
17	7	Jim Crawford/Whitney Ganz	45	Buick Hawk	R.C. Buick Hawk/Conte	GT	108	Running
18	39	Frank Jellinek/John Grooms	43	Mazda Badger	Erie Scientific Racing	L	108	Running
19	42	Ken Bupp/Guy Church	37	Chevrolet Camaro	Sentry Bank Building	GTO	107	Running
20	41	Bill Wolff/Tom Dalrymple	9	Mazda Tiga	Wolff Racing	L	107	Running
21	29	Kelly Marsh/Ron Pawley/Don Marsh	93	Mazda Tiga	Mid-O/Rusty Jones	L	106	Running
22	13	Bruce Leven/Paolo Barilla	86	Porsche 962	Bridgestone/Bayside	GT	104	Out
23	54	Helmut Silberberger/Dennis Krueger	41	Mazda RX-7	Tyrolean Racing	GTU	103	Running
24	56	Dick Greer/Mike Mees	82	Mazda RX-7	Aspen Inn	GTU	103	Running
25	43	Deborah Gregg/John Lloyd	58	Porsche Tiga	Brumos Racing	L	103	Running
26	50	Al Bacon/Robert Reed	17	Mazda RX-7	Al Bacon Racing	GTU	102	Running
27	60	Mark Altman/Gary Altman	31	Porsche 914/6	Altman Brothers Racing	GTU	101	Running
28	36	Leo Franchi/Steve Gentile/Paul DePino	78	Chevrolet Camaro	Brooks Racing	GTO	100	Running
29	35	Howard Katz/Steve Phillips/Bill Alsup	73	Chevrolet Tiga	AMF Racing	L	98	Out
30	15	Jim Busby/Wally Dallenbach Jr.	67	Porsche 962	B.F. Goodrich	GT	96	Out
31	8	Bobby Rahal/Pete Halsmer	07	Ford Probe	Team Zakspeed USA	GT	96	Running
32	55	Del Taylor/Mike Hackney	26	Pontiac Firebird	Bob's Speed Products	GTO	93	Out
33	11	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	92	Out
34	18	Chris Cord/Juan M. Fangio II	99	Toyota Celica T	All American Racers	GTO	88	Out
35	22	Jack Baldwin/Eppie Wietzes	6	Chevrolet Camaro	Peerless Racing/Hendrick Motorsports	GTO	87	Running
36	5	Klaus Ludwig/Tom Gloy	7	Ford Probe	Team Zakspeed USA	GT	83	Out
37	37	James King/Howard Cherry	42	Porsche Fabcar	White/Allen Motorsports	L	83	Running
38	26	Chester Vincentz/John Bauer	91	Porsche 930S	Electrodyne Performance	GTO	82	Out
39	52	Amos Johnson/Dennis Shaw	71	Mazda RX-7	Team Highball	GTU	82	Running
40	44	Frank Rubino/Ray Mummery	13	Mazda Argo	Outlaw Racing	L	81	Out
41	9	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	80	Out
42	31	Steve Durst/Michael Brockman	09	Mazda Tiga	Ball Brothers Racing	L	80	Out
43	4	John Watson/David Hobbs	19	BMW GTP	BMW North America	GT	71	Out
44	38	Lance Van Every/Ash Tisdelle	92	Chevrolet Camaro	Van Every Racing	GTO	60	Out
45	47	Bob Earl/Jon Woodner	55	Pontiac Fiero	Huffaker Racing	GTU	57	Out
46	57	Reed Kryder/Steve Burgner	57	Nissan 280ZX	Kryderacing	GTU	54	Out
47	2	Elliott Forbes-Robinson/Geoff Brabham	83	Nissan GTP-ZXT	Electromotive Engineering	GT	44	Out
48	27	Charles Morgan/Logan Blackburn	6	Buick Tiga	Morgan Performance	L	42	Out
49	53	Terry Visger	15	Pontiac Fiero	Murray Racing	GTU	37	Out
50	28	Paul Gentilozzi	72	Oldsmobile Toronado	Whitehall Rocketsports	GTO	36	Out
51	14	Jim Adams	10	Porsche 962	Hotchkis Racing	GT	27	Out
52	25	Tommy Riggins	47	Pontiac Firebird	Dingman Brothers Racing	GTO	23	Out
53	59	Paul Romano	81	Mazda RX-7	Simms-Romano Enterprises	GTU	22	Out
54	49	Tim McAdam	48	Porsche Fabcar	White/Allen Motorsports	L	18	Out
55	20	Willy T. Ribbs	77	Chevrolet Camaro	Brooks Racing	GTO	10	Out
56	40	Jim Rothbarth	66	Mazda Royale	STS-Newlook-Mike Meyer Racing	L	8	Out
57	58	Roy Newsome	02	Mazda RX-7	Roy Newsome Racing	GTU	8	Out
58	1	Sarel Van Der Merwe	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	3	Out
59	48	Lee Mueller	32	Nissan 300ZX-T	Alderman Nissan	GTU	3	Out
60	3	Davy Jones	18	BMW GTP	BMW North America	GT	2	Out

Purse: $162,500
Winners' Share: $27,000
Time of Race: 4:35:57.504
Winning Speed: 108.712 mph (Record)
Lights Winning Speed: 99.276 mph (Record)
GTO Winning Speed: 99.351 mph (Record)
GTU Winning Speed: 93.72 mph (Record)
Margin of Victory: Five laps, 23.194 seconds
Fastest GT Qualifier: #52–Sarel Van Der Merwe: 121.967 mph (1:58.064) (Record)
Fastest Lights Qualifier: #80–Ruggero Melgrati: 107.133 mph (2:14.412) (Record)
Fastest GTO Qualifier: #11–Scott Pruett: 109.022 mph (2:12.083) (Record)
Fastest GTU Qualifier: #38–Roger Mandeville: 98.895 mph (2:25.609)
Fastest GT Lap: #19–John Watson (118.488 mph on 64th lap) (Record)
Fastest Lights Lap: #70–David Loring (106.627 on 34th lap) (Record)
Fastest GTO Lap: #11–Scott Pruett (105.789 mph on 108th lap) (Record)
Fastest GTU Lap: #38–Roger Mandeville (98.664 mph on 92nd lap) (Record)

Watkins Glen International / September 21, 1986

KODAK COPIER 500, WATKINS GLEN, N.Y., 92 LAPS/310.684 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Davy Jones/John Andretti	18	BMW GTP	BMW North America	GT	92	Running
2	4	Al Holbert/Derek Bell	1	Porsche 962	Holbert Racing	GT	92	Running
3	13	Rob Dyson/Price Cobb	16	Porsche 962	Dyson Racing	GT	92	Running
4	15	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	91	Running
5	14	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	90	Running
6	10	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	90	Running
7	16	Chip Ganassi/Bob Earl	24	Pontiac Fiero GTP	Spice Engineering	L	85	Running
8	30	David Loring	70	Mazda GTP	Z&W Motorsports	L	84	Running
9	5	Bob Akin/James Weaver	5	Porsche 962	Bob Akin Motor Racing	GT	83	Running
10	26	Skeeter McKitterick/Tom Coconis	79	Oldsmobile Alba	Whitehall Rocketsports	L	83	Running
11	18	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	83	Running
12	22	Brent O'Neill/John Lloyd	61	Buick Argo	Deco Sales/Performance Tech	L	81	Running
13	23	Jim Rothbarth/Mike Meyer	66	Mazda Royale	STS-Penthouse-Mike Meyer Racing	L	81	Running
14	9	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	81	Running
15	29	Frank Jellinek/John Grooms	36	Mazda Badger	Erie Scientific Racing	L	79	Running
16	8	Al Unser	14	Porsche 962	Holbert Racing	GT	78	Out
17	31	Paul Corazzo/Tom Hessert	22	Mazda Royale	Sherri Cup/Team 22	L	75	Running
18	6	Pete Halsmer/Tom Gloy	07	Ford Mustang Probe	Team Zakspeed USA	GT	74	Running
19	25	Ron Canizares/Mike Strawbridge	29	Mazda Tiga	Ares Sports	L	69	Out
20	27	John Higgins/Bob O'Steen	42	Porsche Fabcar	White/Allen Motorsports	L	69	Running
21	2	John Watson/David Hobbs	19	BMW GTP	BMW North America	GT	67	Out
22	17	Martino Finotto/Ruggero Melgrati	80	Ferrari Alba	Gaston Andrey Racing	L	61	Out
23	28	Ken Knott/Todd Bray	62	Buick Argo	The Racers Edge	L	61	Out
24	3	Elliott Forbes-Robinson/Jan Lammers	83	Nissan GTP-ZXT	Electramotive Engineering	GT	59	Running
25	11	Darin Brassfield/John Morton	68	Porsche 962	B.F. Goodrich	GT	41	Out
26	24	Kelly Marsh	93	Mazda Tiga	Mid-O/Rusty Jones	L	37	Out
27	21	Charles Morgan	6	Buick Tiga	Morgan Performance	L	23	Out
28	19	Steve Phillips/Howard Katz	73	Chevrolet Tiga	AMF Racing	L	16	Out
29	7	Jochen Mass	67	Porsche 962	B.F. Goodrich	GT	1	Out
30	12	Scott Pruett	7	Ford Mustang Probe	Team Zakspeed USA	GT	1	Out
31	20	Steve Durst	09	Mazda Tiga	Ball Brothers Racing	L	1	Out

Purse: $145,000
Winners' Share: $62,000
Time of Race: 2:47:07.813
Winning Speed: 111.536 mph (Record)
Lights Winning Speed: 102.553 mph (Record)
Margin of Victory: 24.109 seconds
Fastest GT Qualifier: #18–Davy Jones: 124.487 mph (1:37.658) (Record)
Fastest Lights Qualifier: #24–Bob Earl: 110.859 mph (1:49.664) (Record)
Fastest GT Lap: #18–Davy Jones (122.552 mph on second lap) (Record)
Fastest Lights Lap: #24–Bob Earl (108.295 mph on 37th lap) (Record)

Columbus Street Circuit / October 5, 1986

COLUMBUS FORD DEALERS 500, COLUMBUS, OHIO, 136 LAPS/312.8 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	12	Bob Wollek/Scott Pruett	85	Porsche 962	Bridgestone/Bayside	GT	136	Running
2	4	Darin Brassfield/Jochen Mass	67	Porsche 962	B.F. Goodrich	GT	135	Running
3	9	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	134	Running
4	7	Rob Dyson/Price Cobb	16	Porsche 962	Dyson Racing	GT	134	Running
5	1	Elliott Forbes-Robinson/Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	134	Running
6	14	Jim Busby/John Morton	68	Porsche 962	B.F. Goodrich	GT	134	Running
7	17	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	130	Running
8	16	Bruce Leven/Steve Millen	86	Porsche 962	Bridgestone/Bayside	GT	129	Running
9	13	Bob Akin/James Weaver	5	Porsche 962	Bob Akin Motor Racing	GT	127	Running
10	18	Steve Shelton/Tom Shelton	62	Porsche 962	Shelton Ferrari	GT	126	Running
11	23	Steve Durst/Michael Brockman	09	Mazda Tiga	Ball Brothers Racing	L	123	Running
12	22	David Loring/Pierre Honegger	70	Mazda GTP	Z&W Motorsports	L	123	Running
13	33	Jim Rothbarth/Mike Meyer	66	Mazda Royale	STS-Penthouse-Mike Meyer Racing	L	119	Running
14	40	Rex Ramsey/Jeff Kline/Del Russo Taylor	02	Mazda Alba	Kalagian/Ardisana	L	116	Running
15	34	Skeeter McKitterick/Tim Coconis	79	Oldsmobile Alba	Whitehall Rocketsports	L	111	Out
16	15	Jim Crawford/Whitney Ganz	45	Buick Hawk	R.C. Buick Hawk/Conte	GT	111	Running
17	21	Steve Phillips/Bill Alsup	73	Chevrolet Tiga	AMF Racing	L	108	Out
18	11	Al Unser/Al Unser Jr.	14	Porsche 962	Holbert Racing	GT	105	Out
19	27	Brent O'Neill/John Lloyd	61	Buick Argo	Performance Tech	L	99	Out
20	31	Charles Morgan/Logan Blackburn	6	Buick Tiga	Morgan Performance	L	85	Out
21	39	Ken Knott/Todd Bray	12	Buick Argo	The Racers Edge	L	79	Out
22	32	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	76	Out
23	26	Don Bell/Jeff Kline	01	Buick Royale	AT&T	L	76	Out
24	5	John Watson/David Hobbs	19	BMW GTP	BMW North America	GT	74	Out
25	24	Al Leon/Art Leon	2	Chevrolet March	Leon Brothers Racing	GT	71	Out
26	10	Davy Jones/John Andretti	18	BMW GTP	BMW North America	GT	70	Out
27	6	Bobby Rahal/Lyn St. James	07	Ford Probe	Team Zakspeed USA	GT	58	Out
28	30	Steve Alexander/Mike Carder	69	Ford Royale	Scuderia Mouserosa	GT	57	Out
29	19	Bob Earl/Clay Young	24	Pontiac Fiero GTP	Spice Engineering	L	54	Out
30	20	Michael Gagliardo/Scott Overby	94	Mazda Lola	Chicago Racing	L	53	Out
31	25	Mandy Gonzalez/Ernesto Soto	35	Porsche Royale	Diman Racing	L	51	Out
32	37	Tim McAdam/Chip Mead/Tom Pumpelly	43	Porsche Fabcar	White/Allen Motorsports	L	50	Out
33	29	Jim Fowells/David Cowart/Kenper Miller	27	Mazda Argo	MSB Racing	L	32	Out
34	3	Klaus Ludwig/Pete Halsmer	7	Ford Probe	Team Zakspeed USA	GT	31	Out
35	2	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	30	Out
36	8	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	26	Out
37	35	Ron Canizares	29	Mazda Tiga	Area Sports	L	23	Out
38	38	Robert Harris	33	Chevrolet Mantac	Mantac-White/Allen Motorsports	L	5	Out
39	28	Ron Pawley	93	Mazda Tiga	Mid-O/Rusty Jones	L	4	Out
40	36	John Higgins	42	Porsche Fabcar	White/Allen Motorsports	L	3	Out

Purse: $145,650
Winners' Share: $41,800
Time of Race: 3:44:46.05
Winning Speed: 83.5 mph (Record)
Lights Winning Speed: 75.432 mph (Record)
Margin of Victory: One lap, 16.633 seconds
Fastest GT Qualifier: #83–Elliott Forbes-Robinson: 89.371 mph (1:32.648)
Fastest Lights Qualifier: #24–Bob Earl: 79.033 mph (1:44.767)
Fastest GT Lap: #83–Geoff Brabham (88.339 mph on 123rd lap)
Fastest Lights Lap: #70–David Loring (80.851 mph on 94th lap)

Daytona International Speedway / October 26, 1986

EASTERN AIRLINES 3-HOUR CAMEL GRAND PRIX, DAYTONA BEACH, FLA., 97 LAPS/345.32 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	6	Bob Tullius/Chip Robinson	44	Jaguar XJR-7	Group 44	GT	97	Running
2	16	Rob Dyson/Price Cobb	16	Porsche 962	Dyson Racing	GT	97	Running
3	18	Darin Brassfield/John Morton	68	Porsche 962	Uniroyal Goodrich	GT	97	Running
4	15	Bob Akin/James Weaver	5	Porsche 962	Bob Akin Motor Racing	GT	97	Running
5	10	Jon Winter/Paolo/Bob Wollek	0	Porsche 962	Joest Racing	GT	95	Running
6	4	Al Holbert/Derek Bell	14	Porsche 962	Holbert Racing	GT	93	Running
7	19	Scott Pruett	11	Ford Mustang	Motorcraft/Roush Racing	GTO	92	Running
8	25	Chris Cord	99	Toyota Celica	All American Racers	GTO	92	Running
9	2	John Watson/David Hobbs	19	BMW GTP	BMW North America	GT	91	Running
10	20	Bruce Jenner	17	Ford Mustang	7-Eleven/Roush Racing	GTO	91	Running
11	14	Ken Madren/David Murry	20	Buick March	Pegasus Racing	GT	90	Running
12	23	Jack Baldwin	76	Chevrolet Camaro	Peerless Racing/Hendrick Motorsports	GTO	90	Running
13	33	Howard Katz/Steve Phillips	73	Chevrolet Tiga	AMF-Howard Katz	L	89	Running
14	1	Sarel Van Der Merwe/Doc Bundy/Wally Dallenbach Jr.	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	89	Running

15	37	Tom Winters/Irv Hoerr/John Casey	74	Oldsmobile Toronado	Whitehall Rocketsports	GTO	87	Running
16	46	Ron Canizares/Mike Strawbridge	29	Mazda Tiga	Ares Sports	L	87	Running
17	55	Bob McConnell/John Heinricy	88	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	86	Running
18	41	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	84	Running
19	45	Lance Van Every/Ash Tisdelle	92	Chevrolet Camaro	Van Every Racing	GTO	84	Running
20	9	Davy Jones/John Andretti	18	BMW GTP	BMW North America	GT	83	Out
21	58	David Cowart/Bob Akin Jr.	27	Mazda Argo	MSB Racing	L	83	Running
22	52	Roger Mandeville/Kelly Marsh	38	Mazda RX-7	Mandeville Auto Tech	GTO	82	Running
23	54	Greg Walker/Nort Northam	55	Chevrolet Corvette	Walker Racing	GTO	81	Running
24	29	Guenter Steckkoenig/Kees Nierop	15	Porsche 961	Porsche AG	GT	81	Running
25	13	Brian Redman/Hurley Haywood	04	Jaguar XJR-7	Group 44	GT	76	Out
26	47	Ken Bupp	31	Chevrolet Camaro	Sentry Bank Building	GTO	76	Out
27	60	Howard Cherry/John Higgins	42	Porsche Fabcar	White/Allen Motorsports	L	76	Running
28	64	Don Bell/Jeff Kline	01	Buick Royale	AT&T	L	74	Running
29	63	Rex Ramsey/Del Russo Taylor/Paul Lewis	02	Mazda Alba	Kalagian/Ardisana	L	73	Out
30	34	Ric Moore/Peter Baljet	97	Chevrolet Camaro	Oftedahl Racing	GTO	72	Out
31	11	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	71	Out
32	30	George Fizell/Steve Cohen	53	Chevrolet March	Mosler Racing	GT	70	Out
33	12	Tom Gloy/Lyn St. James	2	Ford Probe	Team Zakspeed USA	GT	69	Out
34	57	Richard McDill/Bill McDill	23	Chevrolet Camaro	Hi-Tech Coating	GTO	66	Running
35	40	Steve Gentile/Leo Franchi	78	Chevrolet Camaro	Gentile & Franchi	GTO	61	Out
36	53	Jim Torres/Monte Shelton	39	Porsche 930S	BCW Racing	GTO	58	Out
37	5	Pete Halsmer	07	Ford Probe V8	Team Zakspeed USA	GT	53	Out
38	21	Bill Elliott	9	Ford Mustang	Roush Racing	GTO	49	Out
39	38	Charles Morgan	6	Buick Tiga	Morgan Performance	L	44	Out
40	24	Dennis Aase	98	Toyota Celica	All American Racers	GTO	38	Out
41	28	Paul Gentilozzi	72	Oldsmobile Toronado	Whitehall Rocketsports	GTO	36	Out
42	43	Deborah Gregg	58	Porsche Tiga	Brumos Racing	L	34	Out
43	59	Tommy Morrison/Ron Grable	87	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	31	Out
44	49	Don Walker	48	Chevrolet March	Global American	GT	29	Out
45	8	Jochen Mass	67	Porsche 962	Uniroyal Goodrich	GT	27	Out
46	50	Luis Sereix	47	Pontiac Firebird	Unlimited Telephones	GTO	27	Out
47	39	Ken Knott	12	Buick Argo	The Racers Edge	L	24	Out
48	35	Bob Earl	24	Pontiac Fiero GTP	Spice Engineering	L	21	Out
49	51	Lanny Hester/Maurice Hassey	64	Ford Mustang	Raintree Corporation	GTO	19	Out
50	17	Doc Bundy	22	Chevrolet Corvette GTP	Hendrick Motorsports	GT	17	Out
51	44	Walt Bohren	30	Chevrolet Camaro	Skoal Bandit	GTO	17	Out
52	62	Carlos Munoz	49	Pontiac Firebird	Beep-A-Tow Racing	GTO	15	Out
53	32	Brent O'Neill/John Lloyd	61	Buick Argo	Performance Tech	L	14	Out
54	31	Carlo Facetti	25	Ferrari Tiga	Gaston Andrey Racing	L	14	Out
55	7	Jim Crawford	46	Buick Hawk	R.C. Buick Hawk/Conte	GT	13	Out
56	26	Ruggero Melgrati	80	Ferrari Alba	Gaston Andrey Racing	L	10	Out
57	27	Craig Carter	4	Pontiac Firebird	Dingman Brothers Racing	GTO	8	Out
58	56	Ken Murray	32	Pontiac Firebird	Ken Murray Racing	GTO	8	Out
59	61	Hoyt Overbagh	28	Chevrolet Camaro	OMR Engines	GTO	6	Out
60	48	Skeeter McKitterick	79	Oldsmobile Alba	Whitehall Rocketsports	L	3	Out
61	3	Klaus Ludwig	7	Ford Probe	Team Zakspeed USA	GT	2	Out
62	22	Willy T. Ribbs	77	Chevrolet Camaro	Brooks Racing	GTO	1	Out
63	36	Steve Durst	09	Mazda Tiga	Ball Brothers Racing	L	1	Out
64	42	Jim Rothbarth	66	Mazda Argo	STS-Penthouse-Mike Meyer Racing	L	0	Out

Purse: $141,450
Winners' Share: $32,500
Time of Race: 3:00:19.48
Winning Speed: 114.899 mph (Record)
Lights Winning Speed: 104.579 mph (Record)
GTO Winning Speed: 108.621 mph (Record)
Margin of Victory: One minute, 27.33 seconds
Fastest GT Qualifier: #52–Sarel Van Der Merwe: 128.72 mph (1:39.564)
Fastest Lights Qualifier: #80–Ruggero Melgrati: 114.232 mph (1:52.193) (Record)
Fastest GTO Qualifier: #11–Scott Pruett: 117.197 mph (1:49.354) (Record)
Fastest GT Lap: #45–Sarel Van Der Merwe (124.893 mph on eighth lap)
Fastest Lights Lap: #80–Ruggero Melgrati (111.831 mph on eighth lap) (Record)
Fastest GTO Lap: #11–Scott Pruett (114.061 mph on eighth lap)

1986 Champions and Award Winners

GT Champion: Al Holbert
Manufacturers' Champion: Porsche
Lights Champion: Jim Downing
Lights Manufacturers' Champion: Mazda
Mechanic of the Year: Pat Smith (Porsche 962 #16)
Most Improved Driver: Rob Dyson

Daytona International Speedway / February 1, 1987

SUNBANK 24 AT DAYTONA, DAYTONA BEACH, FLA., 753 LAPS/2,680.68 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	10	Chip Robinson/Derek Bell/Al Unser Jr./Al Holbert	14	Porsche 962	Holbert Racing	GT	753	Running
2	9	Oscar Larrauri/Massimo Sigala/Gianfranco Brancatelli	3	Porsche 962	Brun Motorsports	GT	745	Running
3	4	Rob Dyson/Price Cobb/Vern Schuppan	16	Porsche 962	Dyson Racing	GT	742	Running
4	8	A.J. Foyt/Al Unser/Danny Sullivan	1	Porsche 962	A.J. Foyt Enterprises	GT	723	Out
5	5	Jim Adams/John Hotchkis/John Hotchkis Jr.	10	Porsche 962	Hotchkis Racing	GT	719	Running
6	12	Bob Akin/James Weaver/Hans Stuck	5	Porsche 962	Bob Akin Motor Racing	GT	700	Running
7	18	Lyn St. James/Tom Gloy/Bill Elliott/Scott Pruett	11	Ford Mustang	Roush Racing	GTO	685	Running
8	24	Chris Cord/Steve Millen	98	Toyota Celica T	All American Racers	GTO	681	Running
9	66	Deborah Gregg/Bob Akin Jr./Scott Goodyear/Scott Pruett	22	Ford Mustang	Roush Racing	GTO	649	Running
10	49	Amos Johnson/Dennis Shaw/Bob Lazier	71	Mazda RX-7	Team Highball	GTU	642	Running
11	14	Don Bell/Jeff Kline/Bob Earl	01	Pontiac Fiero GTP	Spice Engineering/AT&T	L	630	Running
12	42	John Higgins/James King/Howard Cherry/Chip Mead	42	Porsche Fabcar	White/Allen Porsche	L	626	Running
13	60	Dick Greer/John Finger/Mike Mees	82	Mazda RX-7	Aspen Inn	GTU	622	Running
14	40	Frank Jellinek/John Grooms/Augie Pabst/Tom Bagley	36	Mazda Badger	Erie Scientific Racing	L	621	Running
15	29	Buzz McCall/Walt Bohren/Paul Dallenbach	30	Chevrolet Camaro	Skoal Bandit	GTO	616	Running
16	39	Scott Schubot/Linda Ludemann/Jim Brown	19	Mazda Tiga	Scott Schubot	L	597	Running
17	25	Jerrill Rice/Juan M. Fangio II/Ricky Rudd	99	Toyota Celica T	All American Racers	GTO	591	Out
18	51	Peter Uria/Larry Figaro/John Hayes-Harlow/Kyle Rathbun	09	Porsche 911	901 Racing	GTU	580	Running
19	26	Roger Mandeville/Kelly Marsh/Danny Smith	38	Mazda RX-7	Mandeville Auto Tech	GTO	572	Running
20	27	Tom Morici/Bruce Jenner/Gary Baker	33	Ford Mustang	Roush Racing	GTO	571	Running
21	67	Jim Fowells/David Cowart/Kenper Miller	27	Mazda Argo	MSB Racing	L	566	Running
22	32	Charles Morgan/Jim Rothbarth/Chris Gennone	66	Mazda Royale	R.M. Racing	L	554	Running
23	44	Bart Kendall/Max Jones/Tom Kendall	75	Mazda RX-7	CCR	GTU	522	Out
24	53	Kent Painter/Tom Nehl/Robert Peters	21	Chevrolet Camaro	Western Chemical	GTO	520	Out
25	41	Tom Juckette/Bill McDill/Mike Laws	20	Chevrolet Camaro	Hi Tech Coating	GTO	520	Running
26	52	Del Taylor/Ken Bupp/Guy Church	26	Pontiac Firebird	Bob's Speed Products	GTO	510	Running
27	58	Bob Schader/Mike Jocelyn/Jim Kurz/Steve DePuyster	68	Mazda RX-7	Shader Racing	GTU	503	Running
28	62	Dennis Chambers/Mike Meyer/Tom Burdsall	78	Mazda RX-7	Chambers Racing	GTU	498	Running
29	34	Hoyt Overbagh/Oma Kimbrough/G. Felton/Lee Perkinson	29	Chevrolet Camaro	OMR Engines	GTO	470	Running
30	61	Charles Slater/Dave Duttinger/Ernie Senator	00	Porsche 911	S Squared Engineering	GTU	414	Running
31	15	Terry Labonte/Darrell Waltrip/Greg Pickett	28	Chevrolet Camaro	Protofab Racing	GTO	410	Out
32	43	Tom Hessert/Keith Rinzler/Eduardo Dibos	96	Mazda Tiga	Hessert Racing	L	409	Out
33	55	Craig Rubright/Garrett Jenkins/Roy Newsome	24	Chevrolet Corvette	CAR Enterprises	GTO	404	Running
34	19	Wally Dallenbach Jr./Tommy Riggins/John Jones	6	Chevrolet Camaro	Protofab Racing	GTO	402	Out
35	68	Doug Mills/Chaunce Wallace/Richard Oakley	47	Mazda RX-7	Chaunce Wallace Racing	GTU	386	Out
36	59	Costas Los/John Schneider/David Andrews	51	Ford Tiga	Comsik-Roy Baker Racing	GT	354	Out
37	30	Jim Downing/John Maffucci/John O'Steen	63	Mazda Argo	Certified Brakes Racing	L	352	Out
38	46	Karl Keck/David Fuller/Mark Montgomery/S. Kennedy	32	Chevrolet Corvette	K&P Racing	GTO	346	Running
39	65	T. Morrison/Don Knowles/Stuart Hayner/Richard Ceppos	87	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	337	Out
40	11	David Hobbs/Whitney Ganz/Gianpiero Moretti	7	Ford Mustang Probe	Zakspeed USA	GT	328	Out
41	47	Paul Reisman/Bob Hebert/Tom Gaffney/Rick Stone	83	Pontiac Firebird	Sasco Motorsports	GTO	316	Running
42	57	Paul Romano/Dean Hall/Vance Swifts/John Drew	08	Mazda RX-7	Simms Romano	GTU	298	Running
43	6	Chris Kneifel/Brian Redman/Elliott Forbes-Robinson	8	Porsche 962	Primus Motorsports	GT	283	Out
44	23	Les Delano/Andy Petery/Craig Carter	90	Buick Somerset	Road Circuit Tech	GTO	281	Out
45	48	Al Bacon/Robert Reed/Rod Millen	17	Mazda RX-7	Al Bacon Racing	GTU	277	Out
46	17	Steve Durst/Michael Brockman/Tony Belcher/Mark Abel	89	Pontiac Fiero GTP	Ball Brothers Racing	L	273	Out
47	21	Jack Baldwin/Eppie Wietzes	76	Chevrolet Camaro	Peerless Racing/Hendrick Motorsports	GTO	261	Out

48	3	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	255	Out
49	36	Roger Andrey/Uli Bieri/Angelo Pallavicini	80	Ferrari Alba	Gaston Andrey Racing	L	246	Out
50	16	John Bauer/Jerry Brassfield/Michael Roe/Norton Gaston	25	Chevrolet March	Deatley Motorsports	GT	245	Out
51	35	Gary Robinson/Stanley Dickens/Greg Hobbs/F. Jellinski	31	BMW Gebhardt	Gebhardt Racing USA	L	236	Out
52	28	Lanny Hester/Maurice Hassey/Ken Johnson	64	Ford Mustang	Raintree Corporation	GTO	225	Out
53	69	Nort Northam/Dennis Krueger/Scott Lagasse	55	Chevrolet Corvette GTP	Jack Wilson Chevrolet	GTO	223	Out
54	7	Bob Tullius/Hurley Haywood/John Morton	44	Jaguar XJR-7	Group 44	GT	216	Out
55	33	Lance Van Every/Ash Tisdelle/Rusty Bond	92	Chevrolet Camaro	Van Every Racing	GTO	202	Out
56	1	Jochen Mass/Klaus Ludwig	86	Porsche 962	Bayside Disposal Racing	GT	144	Out
57	22	Bobby Archer/Tommy Archer	77	Chevrolet Camaro	Brooks Racing	GTO	121	Out
58	13	Scott Pruett/Pete Halsmer/Tom Gloy	4	Ford GTP	Roush Racing	GT	120	Out
59	38	George Petrilak/Graham Duxbury/Bill Jacobson	23	Buick Argo	Motion Promotions	L	119	Out
60	31	Howard Katz/Steve Phillips/Ron Nelson	9	Mazda Tiga	Essex Racing	L	111	Out
61	54	Ken Grostic/Vince Gimondo/Keith Lawhorn	13	Oldsmobile Calais	Go Racing	GTO	104	Out
62	2	Bob Wollek/Darin Brassfield/Jim Busby	67	Porsche 962	Uniroyal Goodrich	GT	89	Out
63	56	Paul Canary/Phil Currin/Jerry Winston	50	Chevrolet Corvette	Paul Canary Racing	GTO	88	Out
64	50	Bill Auberlen/Karl Durkheimer/Dieter Oest	54	Porsche 911	SP Racing	GTU	87	Out
65	64	John Heinricy/Bob McConnell/Bill Adam	88	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	77	Out
66	20	Paul Gentilozzi	74	Oldsmobile Calais	Whitehall Rocketsports	GTO	52	Out
67	45	Tom Pumpelly/Scott Overbey	43	Porsche Fabcar	White/Allen Porsche	L	42	Out
68	63	Hugo Gralia	41	Mazda RX-7	Hugo Gralia	GTU	30	Out
69	37	Paul Lewis	79	Oldsmobile Alba	Whitehall Rocketsports	L	28	Out

Purse: $278,450
Winners' Share: $56,000
Time of Race: 24:01:14.67
Winning Speed: 111.599 mph (Record)
Lights Winning Speed: 93.357 mph (Record)
GTO Winning Speed: 101.422 mph (Record)
GTU Winning Speed: 95.011 mph (Record)
Margin of Victory: Eight laps, .32 seconds
Fastest GT Qualifier: #86–Jochen Mass: 126.885 mph (1:41.005)
Fastest Lights Qualifier: #01–Bob Earl: 116.807 mph (1:49.719) (Record)
Fastest GTO Qualifier: #28–Greg Pickett: 115.676 mph (1:50.792)
Fastest GTU Qualifier: #75–Tom Kendall: 104.649 mph (2:02.467)
Fastest GT Lap: #3–Oscar Larrauri (124.343 mph on 502nd lap)
Fastest Lights Lap: #01–Bob Earl (109.082 mph on 506th lap)
Fastest GTO Lap: #28–Greg Pickett (112.718 mph on fifth lap)
Fastest GTU Lap: #75–Tom Kendall (102.43 mph on 502nd lap)
Lap Leaders: #86 (1-10, 15-34, 36-139); #52 (11-14); #67 (35); #1 (139-165, 184-200, 389-422, 500-535, 537-568); #14 (166-186, 201-388, 423-500, 536, 569-753)

Miami Grand Prix Street/Road Circuit / March 1, 1987

3-HOUR CAMEL GT GRAND PRIX OF MIAMI, MIAMI, FLA., 133 LAPS/249.109 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Elliott Forbes-Robinson/Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	133	Running
2	6	Jochen Mass/Bobby Rahal	86	Porsche 962	Bayside Disposal Racing	GT	133	Running
3	5	Pete Halsmer/Scott Pruett	4	Ford Mustang GTP	Roush Racing	GT	132	Running
4	4	Chip Robinson/Derek Bell	14	Porsche 962	Holbert Racing	GT	132	Running
5	9	Massimo Sigala/Gianfranco Brancatelli	3	Porsche 962	Brun Motorsports	GT	131	Running
6	11	A.J. Foyt/Danny Sullivan	1	Porsche 962	A.J. Foyt Enterprises	GT	130	Running
7	7	Rob Dyson/Price Cobb	16	Porsche 962	Dyson Racing	GT	129	Running
8	16	Brian Redman/Chris Kneifel	8	Porsche 962	Primus Motorsports	GT	128	Running
9	8	Darin Brassfield/Bob Wollek	67	Porsche 962	B.F. Goodrich	GT	124	Running
10	12	Hurley Haywood/John Morton	44	Jaguar XJR-7	Group 44	GT	121	Running
11	26	Charlie Monk/Chip Mead	42	Porsche Fabcar	MMG-White/Allen Porsche	L	121	Running
12	20	Jim Rothbarth/Charles Morgan	6	Pontiac Fiero GTP	Spice Engineering	L	120	Running
13	23	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	120	Running
14	25	Stanley Dickens/Gary Robinson	31	BMW Gebhardt	Gebhardt Racing USA	L	120	Running
15	21	Steve Durst/Michael Brockman	09	Pontiac Fiero GTP	Ball Brothers Racing	L	120	Running
16	13	Steve Shelton/Tom Shelton	62	Porsche 962	Shelton Ferrari	GT	119	Running
17	30	Scott Schubot/Linda Ludemann	19	Mazda Tiga	S&L Racing	L	115	Running
18	28	Mandy Gonzalez/Manuel Villa	35	Porsche Royale	Diman Racing	L	115	Running
19	29	Finley Tomlinson/Keith Rinzler	05	Mazda Royale	Finco Racing	L	113	Running
20	15	Albert Naon/Alfredo Carbonell	23	Buick March	Hurricane/R. Sanchez	GT	110	Running
21	3	Doc Bundy/Sarel Van Der Merwe	22	Chevrolet Corvette GTP	Hendrick Motorsports	GT	103	Out
22	24	Tom Hessert/Eduardo Dibos	96	Mazda Tiga	Hessert Racing	L	103	Running
23	10	John Winter/Klaus Ludwig	0	Porsche 962	Joest Racing	GT	98	Out
24	22	Howard Katz/Steve Phillips	73	Chevrolet Tiga	AMF Racing	L	90	Out
25	27	Costas Los/Dudley Wood	51	Ford Tiga	Cosmik-Roy Baker Racing	GT	81	Out
26	17	Vern Schuppan/James Weaver	5	Porsche 962	Bob Akin Motor Racing	GT	79	Out
27	2	Jim Crawford/Michael Andretti	45	Buick Hawk	RC Cola/Conte Racing	GT	62	Out
28	14	Emerson Fittipaldi/Roberto Guerrero	87	Ford Mustang Probe	Zakspeed USA	GT	56	Out
29	19	Brent O'Neill/Jan Thoelke	61	Buick Argo	Performance Tech	L	33	Out
30	18	Don Bell	01	Pontiac Fiero GTP	AT&T/Spice Engineering	L	23	Out
31	31	Tico Almeida/Paco Rios	06	Buick Alba	Hi-Tech Racing	L	21	Out

Purse: $187,950
Winners' Share: $53,500
Time of Race: 3:00:14.195
Winning Speed: 82.972 mph (Record)
Lights Winning Speed: 74.974 (Record)
Margin of Victory: 11.048 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 96.832 mph (1:09.634) (Record)
Fastest Lights Qualifier: #01–Jeff Kline: 85.752 (1:18.797) (Record)
Fastest GT Lap: #83–Geoff Brabham (91.353 mph on third lap) (Record)
Fastest Lights Lap: #63–John Maffucci (82.38 mph on 102nd lap) (Record)
Lap Leaders: #83 (1-40, 61-66, 87-95, 107-133); #0 (41-55); #14 (56-60); #86 (67-86, 96-106)

Sebring International Raceway / March 21, 1987

12 HOURS OF SEBRING, SEBRING, FLA., 298 LAPS/1,224.78 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Jochen Mass/Bobby Rahal	86	Porsche 962	Budweiser/Bayside	GT	298	Running
2	1	Al Holbert/Chip Robinson	14	Porsche 962	Holbert Racing	GT	296	Running
3	6	Brian Redman/Chris Kneifel/Elliott Forbes-Robinson	8	Porsche 962	Primus Motorsports	GT	293	Running
4	4	John Winter/Sarel Van Der Merwe/Danny Ongais	0	Porsche 962	Joest Racing	GT	281	Running
5	15	Greg Pickett/Tommy Riggins	28	Chevrolet Camaro	Protofab Racing	GTO	281	Running
6	8	Bob Akin/James Weaver/Steve Shelton	5	Porsche 962	Bob Akin Motor Racing	GT	280	Running
7	5	Darin Brassfield/Bob Wollek/Wally Dallenbach Jr.	67	Porsche 962	B.F. Goodrich	GT	275	Running
8	18	Bruce Jenner/Bob Akin Jr.	22	Ford Mustang	Roush Racing	GTO	274	Running
9	16	Chris Cord/Juan M. Fangio II	98	Toyota Celica T	All American Racers	GTO	267	Running
10	36	John Higgins/Charles Monk/Howard Cherry	42	Porsche Fabcar	MMG-White/Allen Porsche	L	267	Running
11	40	Charles Morgan/Jim Rothbarth	05	Mazda Royale	R.M. Racing	L	261	Running
12	13	Steve Durst/Michael Brockman/Tony Belcher	09	Pontiac Fiero GTP	Ball Brothers Racing	L	261	Running
13	41	Jerry Clinton/Morris Clement/Stan Barrett	65	Ford Mustang	Grey Eagle Racing	GTO	256	Running
14	21	Jim Downing/John Maffucci/John O'Steen	63	Mazda Argo	Certified Brakes Racing	L	253	Running
15	29	Scott Schubot/Linda Ludemann/Lance Jones	19	Mazda Tiga	S&L Racing	L	252	Out
16	26	Paul Gentilozzi/Irv Hoerr/Tom Winters	74	Oldsmobile Toronado	Whitehall Rocketsports	GTO	251	Running
17	43	Al Bacon/Robert Reed	17	Mazda RX-7	Al Bacon Racing	GTU	245	Running
18	54	Gary Auberlen/Bill Auberlen/Karl Durkheimer	54	Porsche 911	SP Racing	GTU	244	Running
19	11	Jack Baldwin/Eppie Wietzes	76	Chevrolet Camaro	Peerless Racing/Hendrick Motorsports	GTO	243	Out
20	67	Peter Uria/Larry Figaro/Kyle Rathbun/Jack Refenning	89	Porsche 911	901 Racing	GTU	243	Running
21	42	T. Morrison/Stuart Hayner/Don Knowles/B. McConnell	87	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	241	Running
22	30	Buzz McCall/Walt Bohren/Paul Dallenbach	30	Chevrolet Camaro	Skoal Bandit	GTO	241	Running
23	24	Tim McAdam/Scott Overby/Chip Mead	43	Porsche Fabcar	MMG/Classic Shine	L	238	Running
24	46	Tom Kendall/Bart Kendall/Max Jones	75	Mazda RX-7	CCR	GTU	236	Running
25	34	Mandy Gonzalez/Manuel Villa/Luis Gordillo	35	Porsche Royale	Diman Racing	L	235	Running
26	19	Brent O'Neill/John Lloyd	61	Buick Argo	Performance Tech	L	230	Running
27	72	Guy Church/Tom Hunt/E.J. Generotti	84	Mazda RX-7	Guy Church	GTU	226	Running
28	63	Dick Green/Mike Mees/John Finger	82	Mazda RX-7	Aspen Inn	GTU	225	Running
29	68	Miguel Morejon/Hernan Galeano	46	Porsche 911	Turbo Concepts	GTU	224	Running

30	49	Amos Johnson/Dennis Shaw	71	Mazda RX-7	Delta Building Supplies	GTU	217	Running
31	22	Lyn St. James/Tom Gloy	11	Ford Mustang	Roush Racing	GTO	213	Running
32	74	Bill Boyer/Buzzy Roberts	85	Pontiac Firebird	Highlands Racing	GTO	211	Running
33	70	Charles Slater/David Duttinger/Rudy Bartling	00	Porsche 911	S Squared Engineering	GTU	209	Running
34	31	Ken Bupp/Guy Church/Del Taylor	81	Chevrolet Camaro	Sentry Bank Equipment	GTO	205	Out
35	32	George Petrilak/Dave Rosenberg/Bruce MacInnes	23	Buick Argo	Motion Promotion	L	201	Running
36	62	Dennis Chambers/Chaunce Wallace	68	Mazda RX-7	Chambers Racing	GTU	201	Running
37	66	Paul Romano/Vance Swifts/John Drew	08	Mazda RX-7	Simms Romano Enterprises	GTU	188	Running
38	57	Ron Case/Bruce Dewey/Buzz Cason/Nort Northam	52	Mazda Lola	Gary Wonzer	L	186	Running
39	9	Scott Pruett/Pete Halsmer	4	Ford Mustang GTX	Roush Racing	GT	179	Running
40	10	Martino Finotto/Ruggero Melgrati/Piero Silva	80	Ferrari Alba	Gaston Andrey Racing	L	177	Out
41	64	Craig Rubright/Garrett Jenkins/Roy Newsome	24	Chevrolet Corvette	CAR Enterprises	GTO	165	Running
42	69	Bob Lee/Gary Myers/Tim Lee	90	Buick Skyhawk	Bob's Speed Products	GTO	161	Out
43	73	Henry Brosnaham/Glen Cross/Jim Johnson	50	Chevrolet Camaro	Henry A. Brosnaham	GTO	158	Running
44	17	Roger Andrey/David Loring/Willy Lewis	25	Ferrari Tiga	Gaston Andrey Racing	L	145	Out
45	71	Paul Goral/Rusty Bond/Larry Figaro	44	Porsche 911	Goral Team	GTU	140	Out
46	59	Carlos Munoz/Carlos Catter/Joe Gonzalez	49	Pontiac Firebird	Catter's Racing Team	GTO	136	Out
47	3	Price Cobb/Vern Schuppan	16	Porsche 962	Dyson Racing	GT	123	Out
48	61	Steve DePuyster/Bob Schader/Jim Kurz/Mike Jocelyn	60	Mazda RX-7	Schader Racing	GTU	114	Out
49	28	Greg Hobbs/Gary Robinson/David Hobbs	31	BMW Gebhardt	Gebhardt Racing	L	110	Out
50	53	Eduardo Dibos/Keith Rinzler	96	Mazda Tiga	Hessert Racing	L	93	Out
51	55	Doug Mills/Richard Oakley	47	Mazda RX-7	Cumberland Valley Racing	GTU	90	Out
52	50	Bill Wink/Bill Martin/Don Erickson/Tim Evans	56	Chevrolet Camaro	Bill Wink Racing	GTO	87	Out
53	23	Skeeter McKitterick/Ted Boady/Paul Lewis	79	Oldsmobile Alba	Whitehall Rocketsports	L	86	Out
54	14	Jerrill Rice/Willy T. Ribbs	99	Toyota Celica T	All American Racers	GTO	84	Out
55	33	Uli Bieri/Angelo Pallavacini	40	Ferrari Alba	Bieri Racing	L	76	Out
56	52	Craig Shafer/Joe Maloy/George Shafer	83	Chevrolet Camaro	Shafer Racing	GTO	76	Out
57	37	Dave Heinz/Bob Young	51	Chevrolet Corvette	Quality Motorsports	GTO	75	Out
58	7	A.J. Foyt/Danny Sullivan/Hurley Haywood	1	Porsche 962	A.J. Foyt Enterprises	GT	73	Out
59	60	Mark Altman/Gary Altman/Tim Selby	13	Porsche 914	Altman Brothers Motor Racing	GTU	68	Out
60	25	Finley Tomlinson/Terry Loebel/Richard Morgan	9	Mazda Tiga	Finco Racing	L	57	Out
61	38	Roger Mandeville/Kelly Marsh	38	Mazda RX-7	Mandeville Auto Tech	GTO	56	Out
62	35	Frank Jellinek/John Grooms	36	Mazda Royale	Erie Scientific Racing	L	54	Out
63	56	Del Taylor/Mark Montgomery	26	Pontiac Firebird	Bob's Speed Products	GTO	45	Out
64	51	Scott Gaylord/Luis Albiza	91	Oldsmobile Calais	Lucas Truck Service	GTO	38	Out
65	47	Harold Shafer/Tom Nehl/Robert Peters	12	Buick Somerset	Centurian Auto Trans	GTO	36	Out
66	12	Don Bell/Jeff Kline	01	Pontiac Fiero GTP	Pontiac/AT&T	L	31	Out
67	20	Bob Lappalainen	77	Chevrolet Camaro	Brooks Racing	GTO	25	Out
68	65	Jeffrey Loving/Richard Small	72	Chevrolet Camaro	Sunrise Racing	GTO	23	Out
69	58	Dick Murray/Terry Visger	15	Pontiac Fiero	Murray Racing	GTU	20	Out
70	45	Tom Juckette	70	Chevrolet Camaro	Hi-Tech Coatings	GTO	19	Out
71	44	Gene Felton	21	Chevrolet Camaro	OMR Engines	GTO	10	Out
72	39	John Heinricy	88	Chevrolet Corvette	Morrison-Cook Motorsports	GTO	9	Out
73	27	Steve Phillips	29	Buick Tiga	Ares Sports	L	8	Out
74	48	Art Pilla	04	Porsche 944	Dave White Racing	GTO	7	Out

Purse: $268,200
Winners' Share: $41,800
Time of Race: 12:01:27.197
Winning Speed: 101.859 mph (Record)
Lights Winning Speed: 90.303 mph (Record)
GTO Winning Speed: 95.773 mph (Record)
GTU Winning Speed: 83.625 mph (Record)
Margin of Victory: Two laps, one minute, 53.71 seconds
Fastest GT Qualifier: #14–Chip Robinson: 120.331 mph (2:02.961) (Record)
Fastest Lights Qualifier: #80–Ruggero Melgrati: 109.632 mph (2:14.96) (Record)
Fastest GTO Qualifier: #76–Jack Baldwin: 109.301 mph (2:15.369) (Record)
Fastest GTU Qualifier: #17–Al Bacon: 100.678 mph (2:26.963) (Record)
Fastest GT Lap: #14–Chip Robinson (118.368 mph on 151st lap) (Record)
Fastest Lights Lap: #01–Jeff Kline (105.86 on 21st lap) (Record)
Fastest GTO Lap: #28–Greg Pickett (107.537 mph on 112th lap) (Record)
Fastest GTU Lap: #17–Al Bacon (96.75 mph on 48th lap) (Record)
Lap Leaders: #14 (27-64; 69-257); #86 (1-4, 65-68, 258-297); #16 (5-26)

Road Atlanta / April 12, 1987

ATLANTA JOURNAL-CONSTITUTION CAMEL GRAND PRIX, BRASELTON, GA., 124 LAPS/312.48 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Price Cobb/James Weaver	16	Porsche 962	Dyson Racing	GT	124	Running
2	3	Chip Robinson/Al Holbert	14	Porsche 962	Holbert Racing	GT	124	Running
3	5	Steve Shelton/Tom Shelton	62	Porsche 962	Shelton Ferrari	GT	121	Running
4	7	Darin Brassfield/Wally Dallenbach Jr.	67	Porsche 962	B.F. Goodrich	GT	121	Running
5	8	Brian Redman/Chris Kneifel	8	Porsche 962	Primus Motorsports	GT	120	Running
6	9	Don Bell/Jeff Kline	01	Pontiac Fiero GTP	AT&T/Collins & Aikman	L	114	Running
7	16	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	111	Running
8	15	Steve Durst/Michael Brockman	09	Pontiac Fiero GTP	Ball Brothers Racing	L	110	Running
9	17	Howard Cherry/Chip Mead	43	Porsche Fabcar	MMG/Classic Shine	L	110	Running
10	19	Ron Canizares/Bill Wolff	29	Buick Tiga	Ares Sports	L	109	Running
11	11	David Loring/Jon Woodner	70	Mazda Denali	Z&W Motorsports	L	107	Running
12	18	Scott Schubot/Linda Ludemann	19	Mazda Tiga	S&L Racing	L	106	Running
13	12	Charles Morgan/Jim Rothbarth	6	Pontiac Fiero GTP	Spice Engineering	L	106	Running
14	14	Brent O'Neill/Keith Rinzler	61	Buick Argo	Performance Tech	L	104	Running
15	21	John Higgins/Tim McAdam	42	Porsche Fabcar	MMG/White-Allen Porsche	L	102	Running
16	13	Howard Katz/Steve Phillips	73	Chevrolet Tiga	AMF Racing	L	65	Out
17	22	Bill Jacobson/Lance Jones	9	Mazda Tiga	Essex Racing	L	58	Running
18	2	Elliott Forbes-Robinson/Hurley Haywood	83	Nissan GTP-ZXT	Electramotive Engineering	GT	57	Out
19	1	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	51	Out
20	24	Lanny Drevitch	00	Buick Argo	Automotive Concepts	L	51	Out
21	10	Al Leon/Art Leon	2	Chevrolet March	Leon Brothers Racing	GT	48	Out
22	6	Scott Pruett/Pete Halsmer	4	Ford Mustang GTP	Roush Racing	GT	45	Out
23	20	Tom Hessert	96	Mazda Tiga	Hessert Racing	L	39	Out
24	23	Gary Robinson	31	BMW Gebhardt	Gebhardt Racing USA	L	24	Out
25	25	Ken Knott	64	Buick Argo	Bobby Brown Racing	L	18	Out

Purse: $143,400
Winners' Share: $38,550
Time of Race: 2:46:00.04
Winning Speed: 112.944 mph (Record)
Margin of Victory: 12.374 seconds
Fastest GT Qualifier: #52–Sarel Van Der Merwe: 126.637 mph (1:11.638) (Record)
Fastest Lights Qualifier: #01–Jeff Kline: 112.614 mph (1:20.558) (Record)
Fastest GT Lap: #52–Sarel Van Der Merwe (121.706 mph on third lap)
Fastest Lights Lap: #01–Don Bell (108.348 mph on second lap) (Record)
Lap Leaders: #14 (43-48, 57-115); #52 (1-28, 49-51); #83 (29-42); #16 (52-56, 116-124)

Riverside International Raceway / April 26, 1987

LOS ANGELES TIMES CAMEL GRAND PRIX OF ENDURANCE, RIVERSIDE, CALIF., 122 LAPS/309.88 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	8	Hurley Haywood/John Morton	44	Jaguar XJR-7	Group 44	GT	122	Running
2	3	Chip Robinson/Al Holbert	14	Porsche 962	Holbert Racing	GT	122	Running
3	9	Darin Brassfield/Wally Dallenbach Jr.	67	Porsche 962	B.F. Goodrich	GT	121	Running
4	4	Rob Dyson/Price Cobb	16	Porsche 962	Dyson Racing	GT	121	Running
5	5	Jim Adams/John Hotchkis	10	Porsche 962	Hotchkis Racing	GT	119	Running
6	12	Don Bell/Jeff Kline	01	Pontiac Fiero GTP	AT&T/Collins & Aikman	L	114	Running
7	13	Steve Durst/Michael Brockman	09	Pontiac Fiero GTP	Ball Brothers Racing	L	114	Running
8	15	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	112	Running
9	7	Bruce Leven/David Hobbs	86	Porsche 962	Bayside Disposal Racing	GT	110	Running
10	18	Tom Blackaller/Bob Lesnett	32	Mazda Tiga	Pfeiffer Ridge Racing	L	109	Running
11	20	Scott Schubot/Linda Ludemann	19	Mazda Tiga	S&L Racing	L	109	Running
12	11	Terry Loebel/Finley Tomlinson	9	Mazda Tiga	Apache Racing	L	107	Running
13	17	Chip Mead/Howard Cherry	43	Porsche Fabcar	MMG-White/Allen Porsche	L	107	Running
14	19	John Higgins/Tim McAdam	42	Porsche Fabcar	MMG/Classic Shine	L	106	Running

15	10	Scott Pruett/Pete Halsmer	4	Ford Mustang	Roush Racing	GT	96	Running
16	16	Skeeter McKitterick/Paul Lewis	79	Oldsmobile Alba	Whitehall Rocketsports	L	86	Out
17	6	Brian Redman/Chris Kneifel	8	Porsche 962	Primus Motorsports	GT	65	Out
18	1	Doc Bundy/Sarel Van Der Merwe	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	63	Out
19	21	Ron Canizares/Bill Koll	29	Buick Tiga	Ares Sports	L	49	Out
20	14	Jim Rothbarth	6	Pontiac Fiero GTP	Spice Engineering	L	41	Out
21	2	Elliott Forbes-Robinson	83	Nissan GTP ZX-1	Electramotive Engineering	GT	20	Out

Purse: $141,250
Winners' Share: $36,500
Time of Race: 2:51:31.917
Winning Speed: 108.393 mph (Record)
Lights Winning Speed: 101.278 mph (Record)
Margin of Victory: 2.781 seconds
Fastest GT Qualifier: #83–Elliott Forbes-Robinson: 130.535 mph (1:10.05) (Record)
Fastest Lights Qualifier: #01–Jeff Kline: 117.273 mph (1:17.972) (Record)
Fastest GT Lap: #52–Sarel Van Der Merwe (125.125 mph on third lap) (Record)
Fastest Lights Lap: #01–Jeff Kline (112.514 on 55th lap) (Record)
Lap Leaders: #14 (64-119); #52 (4-21, 28-63); #8 (22-27); #44 (120-122)

Laguna Seca Raceway / May 3, 1987

300-K NISSAN MONTEREY TRIPLE CROWN BUDWEISER CAMEL GRAND PRIX, MONTEREY, CALIF., 98 LAPS/186.2 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Klaus Ludwig	85	Porsche 962	Bayside Disposal Racing	GT	98	Running
2	3	Sarel Van Der Merwe	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	98	Running
3	8	Chip Robinson	14	Porsche 962	Holbert Racing	GT	98	Running
4	10	Hurley Haywood/John Morton	44	Jaguar XJR-7	Group 44	GT	98	Running
5	6	David Hobbs	83	Nissan GTP-ZXT	Electramotive Engineering	GT	97	Running
6	7	Bob Wollek	67	Porsche 962	B.F. Goodrich	GT	97	Running
7	11	Jim Adams/John Hotchkis	10	Porsche 962	Hotchkis Racing	GT	93	Running
8	12	Bruce Leven	86	Porsche 962	Bayside Disposal Racing	GT	93	Running
9	13	Don Bell	01	Pontiac Fiero GTP	AT&T/Collins & Aikman	L	90	Running
10	15	Jim Downing	63	Mazda Argo	Certified Brakes Racing	L	90	Running
11	16	Steve Durst	09	Pontiac Fiero GTP	Ball Brothers Racing	L	89	Running
12	19	Chip Mead	43	Porsche Fabcar	MMG/Classic Shine	L	88	Running
13	20	Bob Lesnett	32	Mazda Tiga	Pfeiffer Ridge Racing	L	88	Running
14	21	Scott Schubot	19	Mazda Tiga	S&L Racing	L	88	Running
15	23	Ron Canizares	29	Buick Tiga	Ares Sports	L	88	Running
16	22	Finley Tomlinson	9	Mazda Tiga	Apache Racing	L	87	Running
17	24	Howard Cherry	42	Porsche Fabcar	MMG-White/Allen Porsche	L	86	Running
18	14	Charles Morgan/Jim Rothbarth	6	Pontiac Fiero GTP	Spice Engineering	L	85	Running
19	5	Brian Redman/Chris Kneifel	8	Porsche 962	Primus Motorsports	GT	65	Out
20	1	Price Cobb	16	Porsche 962	Dyson Racing	GT	64	Running
21	18	Calvin Fish	15	Buick Alba	Kalagian Racing	GT	48	Out
22	9	Scott Pruett	4	Ford Mustang	Roush Racing	GT	25	Out
23	2	Jim Crawford	45	Buick Hawk	RC Cola/Conte Racing	GT	20	Out
24	17	Steve Phillips	73	Chevrolet Tiga	AMF Racing	L	10	Out

Purse: $135,750
Winner's Share: $37,300
Time of Race: 1:42:34.085
Winning Speed: 108.923 mph (Record)
Lights Winning Speed: 99.789 mph (Record)
Margin of Victory: 26.916 seconds
Fastest GT Qualifier: #85–Klaus Ludwig: 120.019 mph (56.991)
Fastest Lights Qualifier: #01–Jeff Kline: 109.925 (1:02.224) (Record)
Fastest GT Lap: #85–Klaus Ludwig (116.115 mph on second lap)
Fastest Lights Lap: #01–Don Bell (105.132 mph on 11th lap) (Record)
Lap Leaders: #85 (1-53, 87-98); #52 (62-86); #14 (54-59); #44 (60-61)

Lime Rock Park / May 25, 1987

150-LAP CAMEL GRAND PRIX, LIME ROCK, CONN., 150 LAPS/229.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	5	Al Holbert	1	Porsche 962	Holbert Racing	GT	150	Running
2	4	Scott Pruett/Pete Halsmer	4	Ford Mustang	Roush Racing	GT	150	Running
3	3	Price Cobb/James Weaver	18	Porsche 962	Dyson Racing	GT	148	Running
4	6	Whitney Ganz/Bob Lobenberg	45	Buick Hawk	Conte Racing/RC Cola	GT	146	Running
5	2	Hurley Haywood/John Morton	44	Jaguar XJR-7	Group 44	GT	145	Running
6	7	Rob Dyson/James Weaver/Price Cobb	16	Porsche 962	Dyson Racing	GT	140	Running
7	11	David Loring	70	Mazda Denali	Z&W Motorsports	L	140	Running
8	9	Jim Downing/Michael Greenfield	63	Mazda Argo	Certified Brakes	L	139	Running
9	12	Howard Katz/Steve Phillips	73	Chevrolet Tiga	AMF Racing	L	138	Running
10	8	Don Bell/Jeff Kline	01	Pontiac Fiero	Spice Engineering	L	137	Running
11	15	George Petrilak/Dave Rosenberg	23	Buick Argo	Motion Promotions	L	135	Running
12	10	Jim Rothbarth/Charles Morgan	6	Pontiac Fiero	Spice Engineering	L	135	Running
13	16	Scott Schubot	19	Mazda Tiga	S&L Sports	L	135	Running
14	20	Tim McAdam/Chip Mead	43	Porsche Fabcar	MMG/Classic Shine	L	134	Running
15	13	Steve Durst/Michael Brockman	09	Pontiac Fiero	Ball Brothers Racing	L	131	Running
16	14	Terry Loebel/Bruce MacInnes	9	Mazda Tiga	Apache Racing	L	130	Running
17	18	Ron Canizares/William Wolff	29	Buick Tiga	Ares Sports	L	130	Running
18	1	Chip Robinson	14	Porsche 962	Holbert Racing	GT	122	Out
19	17	John Grooms	36	Mazda Royale	Erie Scientific Racing	L	73	Out
20	21	Tom Hessert	96	Mazda Tiga	Hessert Racing	L	3	Out
21	19	Howard Cherry	42	Porsche Fabcar	MMG/Classic Shine	L	0	Out
22	22	Lanny Drevitch	00	Buick Argo	Automotive Concepts	L	0	Out

Purse: $143,700
Winner's Share: $37,000
Time of Race: 2:13:06.839
Winning Speed: 103.445 mph (Record)
Lights Winning Speed: 96.400 mph (Record)
Margin of Victory: 36.291 seconds
Fastest GT Qualifier: #18–Price Cobb: 117.82 mph (46.749) (Record)
Fastest Lights Qualifier: #01–Jeff Kline: 109.071 mph (50.499) (Record)
Fastest GT Lap: #14–Chip Robinson (115.958 mph on 27th lap)
Fastest Lights Lap: #01–Jeff Kline (107.431 mph on 47th lap) (Record)

Mid-Ohio Sports Car Course / June 7, 1987

500-KILOMETER CHAMPION SPARK PLUG CAMEL GRAND PRIX, LEXINGTON, OHIO, 129 LAPS/309.6 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	6	Jochen Mass/Bobby Rahal	86	Porsche 962	Bayside Disposal Racing	GT	129	Running
2	7	Darin Brassfield/Bob Wollek	67	Porsche 962	Uniroyal Goodrich	GT	129	Running
3	5	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	125	Running
4	2	Chip Robinson/Al Holbert	14	Porsche 962	Holbert Racing	GT	125	Running
5	8	Jim Adams/John Hotchkis	10	Porsche 962	Hotchkis Racing	GT	124	Out
6	10	Don Bell/Jeff Kline	01	Pontiac Fiero GTP	AT&T/Collins & Aikman	L	120	Running
7	12	Steve Durst/Michael Brockman	09	Pontiac Fiero GTP	Ball Brothers Racing	L	119	Running
8	13	Chip Mead	43	Porsche Fabcar	MMG-White/Allen Porsche	L	118	Running
9	14	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	117	Running
10	17	Tom Hessert/David Loring	96	Mazda Tiga	Hessert Racing	L	115	Running
11	3	Michael Andretti/John Andretti	22	Chevrolet Corvette GTP	Hendrick Motorsports	GT	114	Running
12	16	Brent O'Neill/Keith Rinzler	61	Buick Argo	Performance Tech	L	114	Running
13	4	Price Cobb/James Weaver	16	Porsche 962	Dyson Racing	GT	110	Out
14	24	Tommy Miller/Dick Rose	03	Mazda Tiga	Spectra Motorsports	L	109	Running
15	22	George Petrilak/Jeff Purner	23	Buick Argo	Motion Promotions	L	104	Out
16	15	Scott Schubot/Linda Ludemann	19	Mazda Tiga	S&L Racing	L	99	Running

17	1	Elliott Forbes-Robinson/Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	70	Out
18	20	Alfred Mitchell/Kim Campbell	34	Mazda Argo	Tricon Racing	L	66	Out
19	23	Lance Jones/Bill Jacobson	9	Mazda Tiga	Essex Racing	L	51	Out
20	11	Charles Morgan/Jim Rothbarth	6	Pontiac Fiero GTP	Spice Engineering	L	48	Out
21	19	Bobby Brown/Ken Knott/Billy Hagan	64	Buick Argo	Bobby Brown Racing	L	43	Out
22	21	John Higgins	42	Porsche Fabcar	MMG-White/Allen Porsche	L	30	Out
23	9	Davy Jones	4	Ford Mustang GTP	Roush Racing	GT	23	Out
24	25	Dick Leppla	65	Cosworth Chevron	Chevron Race Cars	GT	22	Out
25	18	Howard Katz	73	Chevrolet Tiga	AMF Racing	L	15	Out

Purse: $125,200
Winners' Share: $25,800
Time of Race: 3:02:58.951
Winning Speed: 101.518 mph (Record)
Lights Winning Speed: 93.687 mph (Record)
Margin of Victory: 28.415 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 108.183 mph (1:19.865) (Record)
Fastest Lights Qualifier: #01–Jeff Kline: 99.017 mph (1:27.258) (Record)
Fastest GT Lap: #83–Geoff Brabham (105.25 mph on 35th lap) (Record)
Fastest Lights Lap: #01–Jeff Kline (96.666 mph on 70th lap) (Record)
Lap Leaders: #83 (1-45, 54-70); #14 (46-53, 71-111); #86 (112-129)

West Palm Beach Street Circuit / June 21, 1987

3-HOUR GRAND PRIX OF PALM BEACH, WEST PALM BEACH, FLA., 148 LAPS/236.8 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Hurley Haywood/John Morton	44	Jaguar XJR-7	Group 44	GT	148	Running
2	2	Chip Robinson/Derek Bell	14	Porsche 962	Holbert Racing	GT	148	Running
3	6	Rob Dyson/Price Cobb	16	Porsche 962	Dyson Racing	GT	142	Running
4	11	A.J. Foyt/Davy Jones	1	Porsche 962	A.J. Foyt Enterprises	GT	142	Running
5	16	John Higgins/Howard Cherry	42	Porsche Fabcar	MMG-White/Allen Porsche	L	140	Running
6	9	Steve Durst/Michael Brockman	09	Pontiac Fiero GTP	Ball Brothers Racing	L	139	Running
7	12	Steve Phillips/Howard Katz	73	Chevrolet Tiga	AMF Racing	L	139	Running
8	7	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	139	Running
9	14	Charles Morgan/Jim Rothbarth	6	Pontiac Fiero	AT&T/Collins & Aikman	L	135	Running
10	18	Scott Pruett/Whitney Ganz	4	Ford Mustang GTP	Roush Racing	GT	134	Running
11	17	Scott Schubot/Linda Ludemann	19	Mazda Tiga	S&L Racing	L	133	Running
12	10	Tim McAdam/Chip Mead	43	Porsche Fabcar	MMG/Classic Shine	L	132	Running
13	8	Steve Shelton/Tom Shelton	62	Porsche 962	Shelton Ferrari	GT	128	Out
14	4	Bob Wollek/Darin Brassfield	67	Porsche 962	Uniroyal Goodrich	GT	115	Out
15	20	Bill Jacobson/Lance Jones	9	Mazda Tiga	Cellular One	L	112	Running
16	21	Bruce Dewey/Bill Bean	54	Mazda Tiga	Wonzer Racing	L	111	Running
17	13	Don Bell/Jeff Kline	01	Pontiac Fiero GTP	AT&T/Collins & Aikman	L	90	Out
18	1	Doc Bundy/Sarel Van Der Merwe	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	51	Out
19	15	Peter Uria	53	Mazda Lola	Wonzer Racing	L	21	Out
20	19	Ron Cortez	5	Chevrolet March	Mosler Racing	GT	17	Out
21	5	Oscar Larrauri	3	Porsche 962	Brun Motorsports	GT	6	Out

Purse: $130,950
Winners' Share: $28,500
Time of Race: 3:00:12.47
Winning Speed: 78.842 mph (Record)
Lights Winning Speed: 74.47 mph (Record)
Margin of Victory: 2.06 seconds
Fastest GT Qualifier: #52–Sarel Van Der Merwe: 88.439 mph (1:05.13) (Record)
Fastest Lights Qualifier: #09–Michael Brockman: 82.835 mph (1:09.536) (Record)
Fastest GT Lap: #52–Sarel Van Der Merwe (87.326 mph on fourth lap) (Record)
Fastest Lights Lap: #73–Steve Phillips (81.402 mph on 25th lap) (Record)
Lap Leaders: #67 (17-112); #33 (113-134, 147-149); #52 (1-16); #14 (135-146)

Watkins Glen International / July 5, 1987

500-KILOMETER CAMEL CONTINENTAL, WATKINS GLEN, N.Y., 128 LAPS/310.784 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	9	Price Cobb/Vern Schuppan	16	Porsche 962	Dyson Racing	GT	128	Running
2	5	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	126	Running
3	13	Steve Durst/Michael Brockman	09	Pontiac Fiero GTP	Ball Brothers Racing	L	122	Running
4	14	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	121	Running
5	12	David Loring	70	Mazda Denali	Z&W Motorsports	L	121	Running
6	17	Martino Finotto/Guido Dacco	80	Ferrari Alba	Gaston Andrey Racing	L	119	Running
7	16	Tim McAdam/Chip Mead	43	Porsche Fabcar	MMG-White/Allen Porsche	L	119	Running
8	21	Linda Ludemann/Scott Schubot	19	Mazda Tiga	S&L Racing	L	115	Running
9	22	George Petrilak/Jeff Purner	23	Buick Argo	Di-Tech Buick Argo	L	115	Running
10	23	Bill Bean	53	Mazda Lola	Wonzer Racing	L	115	Running
11	11	Don Bell/Jeff Kline	01	Pontiac Fiero GTP	AT&T/Collins & Aikman	L	115	Running
12	20	John Higgins/Howard Cherry	42	Porsche Fabcar	MMG-White/Allen Porsche	L	112	Running
13	6	Bob Tullius/John Morton	44	Jaguar XJR-7	Group 44	GT	108	Running
14	10	Jim Rothbarth/Charles Morgan	6	Pontiac Fiero GTP	Spice Engineering	L	107	Out
15	7	Scott Pruett/Pete Halsmer	4	Ford Mustang	Roush Racing/Applicon	GT	98	Out
16	19	Tom Hessert/Charlie Monk	96	Mazda Tiga	Hessert Racing	L	97	Out
17	25	Bobby Brown/Ken Knott	64	Buick Argo	IPC/Brown Racing	L	88	Out
18	2	Al Holbert/Chip Robinson	1	Porsche 962	Holbert Racing	GT	78	Out
19	18	Ron Canizares/Bill Wolff	29	Buick Tiga	Ares Sports	L	67	Out
20	1	Al Holbert/Derek Bell	14	Porsche 962	Holbert Racing	GT	62	Out
21	15	Howard Katz/Steve Phillips	73	Chevrolet Tiga	AMF Racing	L	57	Out
22	24	Tommy Miller/Dick Rose	03	Mazda Tiga	Spectra Motorsports	L	46	Out
23	3	Sarel Van Der Merwe	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	37	Out
24	8	Kenper Miller	15	Buick Alba	Kalagian Racing	GT	16	Out
25	4	Elliott Forbes-Robinson	83	Nissan GTP-ZXT	Electramotive Engineering	GT	3	Out

Purse: $166,550
Winners' Share: $57,300
Time of Race: 2:50:22.257
Winning Speed: 109.45 mph (Record)
Lights Winning Speed: 103.592 mph (Record)
Margin of Victory: Two laps, 4.233 seconds
Fastest GT Qualifier: #14–Chip Robinson: 143.991 mph (1:00.704) (Record)
Fastest Lights Qualifier: #6–Charles Morgan: 125.698 mph (1:09.538) (Record)
Fastest GT Lap: #14–Al Holbert (142.474 mph on 47th lap) (Record)
Fastest Lights Lap: #01–Jeff Kline (124.886 on 74th lap) (Record)
Lap Leaders: #1 (17-30, 38-40, 42-47); #52 (1-17, 31-37); #16 (41, 78-128)

Portland International Raceway / July 26, 1987

300-KILOMETER G.I. JOE'S CAMEL GRAND PRIX, PORTLAND, ORE., 97 LAPS/185.755 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Chip Robinson	14	Porsche 962	Holbert Racing	GT	97	Running
2	7	Bobby Rahal	86	Porsche 962	Budweiser/Bayside	GT	97	Running
3	8	Price Cobb	16	Porsche 962	Dyson Racing	GT	96	Running
4	3	Sarel Van Der Merwe	22	Chevrolet Corvette GTP	Hendrick Motorsports	GT	96	Running
5	9	Jim Adams	10	Porsche 962	Hotchkis Racing	GT	95	Running
6	5	Darin Brassfield/Bob Wollek	67	Porsche 962	B.F. Goodrich	GT	94	Running
7	4	Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	94	Running
8	10	Bruce Leven	85	Porsche 962	Bayside Motorsports	GT	93	Running
9	6	Gianpiero Moretti/Whitney Ganz	30	Buick March	Buick Momo	GT	92	Running
10	13	Jim Downing	63	Mazda Argo	Certified Brakes Racing	L	89	Running
11	14	Don Bell	01	Pontiac Fiero GTP	AT&T/Collins & Aikman	L	88	Running
12	16	Steve Durst	09	Pontiac Fiero GTP	Ball Brothers Racing	L	88	Running
13	11	Jeff Kline	79	Pontiac Fiero GTP	Spice Engineering	L	88	Running

14	15	Jim Rothbarth	6	Pontiac Fiero GTP	Spice Engineering	L	88	Running
15	17	Chip Mead	43	Porsche Fabcar	MMG-White/Allen Porsche	L	87	Running
16	18	Howard Katz	73	Chevrolet Tiga	AMF Racing	L	87	Running
17	19	Howard Cherry/Tom Phillips	42	Porsche Fabcar	MMG-White/Allen Porsche	L	85	Running
18	12	Neil Shelton	57	Porsche March	Shelton Racing	GT	85	Running
19	1	Elliott Forbes-Robinson/Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	81	Out
20	21	George Petrilak	23	Buick Argo	Di-Tech Buick Argo	L	80	Running
21	20	Kim Campbell	34	Mazda Argo	Tricon Racing	L	56	Out

Purse: $126,700
Winner's Share: $27,000
Time of Race: 1:42:34.16
Winning Speed: 108.661 mph (Record)
Lights Winning Speed: 99.288 mph (Record)
Margin of Victory: 5.002 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 119.319 mph (57.778) (Record)
Fastest Lights Qualifier: #79–Jeff Kline: 105.071 mph (1:05.613) (Record)
Fastest GT Lap: #83–Geoff Brabham (113.875 mph on third lap) (Record)
Fastest Lights Lap: #63–Jim Downing (101.055 mph on eighth lap) (Record)
Lap Leaders: #83 (1-50, 56-84); #14 (51-55, 85-97)

Sears Point International Raceway / August 2, 1987

FORD CALIFORNIA CAMEL GRAND PRIX, SONOMA, CALIF., 75 LAPS/189.225 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Jochen Mass	86	Porsche 962	Bayside Motorsports	GT	75	Running
2	6	Price Cobb	16	Porsche 962	Dyson Racing	GT	75	Running
3	5	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	75	Running
4	7	Jim Adams/John Hotchkis	10	Porsche 962	Hotchkis Racing	GT	73	Running
5	18	Bruce Leven/Hurley Haywood	85	Porsche 962	Bayside Motorsports	GT	72	Running
6	8	Gianpiero Moretti/Whitney Ganz	30	Buick March	Buick Momo	GT	71	Running
7	12	Chip Mead	43	Porsche Fabcar	MMG-White/Allen Porsche	L	70	Running
8	14	Howard Katz	73	Chevrolet Tiga	AMF Racing	L	70	Running
9	13	Jim Downing	63	Mazda Argo	Certified Brakes Racing	L	70	Running
10	10	Jim Rothbarth/Dominic Dobson	6	Pontiac Fiero GTP	Spice Engineering	L	70	Running
11	19	Howard Cherry	42	Porsche Fabcar	MMG-White/Allen Porsche	L	68	Running
12	16	Kim Campbell/Alfred Mitchell	34	Mazda Argo	Tricon Racing	L	67	Running
13	11	Don Bell	01	Pontiac Fiero GTP	AT&T/Collins & Aikman	L	65	Running
14	9	Jeff Kline	79	Pontiac Fiero GTP	Spice Engineering	L	64	Out
15	15	Bob Lesnett/Tom Blackaller	32	Mazda Tiga	Pfeiffer Ridge Racing	L	63	Running
16	17	Steve Durst/Michael Brockman	09	Pontiac Fiero GTP	Ball Brothers Racing	L	49	Out
17	3	Elliott Forbes-Robinson/John Morton	83	Nissan GTP-ZXT	Electramotive Engineering	GT	47	Out
18	4	Bob Wollek	67	Porsche 962	B.F. Goodrich	GT	32	Out
19	20	George Petrilak	23	Buick Argo	Di-Tech Buick Argo	L	24	Out
20	1	Chip Robinson	14	Porsche 962	Holbert Racing	GT	18	Out

Purse: $127,600
Winner's Share: $27,300
Time of Race: 2:01:57.234
Winning Speed: 93.097 mph
Lights Winning Speed: 86.665 mph
Margin of Victory: 23.305 seconds
Fastest GT Qualifier: #14–Chip Robinson: 106.078 mph (1:25.624) (Record)
Fastest Lights Qualifier: #79–Jeff Kline: 96.573 mph (1:34.051)
Fastest GT Lap: #16–Price Cobb (103.567 mph on 46th lap) (Record)
Fastest Lights Lap: #6–Dominic Dobson (94.987 mph on 56th lap) (Record)
Lap Leaders: #16 (37-68); #14 (1-17); #67 (18-32); #86 (33-36, 69-75)

Road America / August 16, 1987

LOWENBRAU CLASSIC, ELKHART LAKE, WIS., 81 LAPS/324 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	6	Price Cobb/Johnny Dumfries	16	Porsche 962	Dyson Racing	GT	81	Running
2	3	Oscar Larrauri	3	Porsche 962	Brun Motorsports-Torno	GT	81	Running
3	4	Chip Robinson/Al Holbert	14	Porsche 962	Holbert Racing	GT	81	Running
4	5	Derek Bell	1	Porsche 962	Holbert Racing	GT	81	Running
5	9	James Weaver/Vern Schuppan	5	Porsche 962	Bob Akin Motor Racing	GT	79	Running
6	8	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	76	Running
7	18	Jim Rothbarth/Charles Morgan	6	Pontiac Fiero GTP	Spice Engineering	L	75	Running
8	16	Don Bell/Jeff Kline	01	Pontiac Fiero GTP	Spice Engineering	L	75	Running
9	22	Paul Dallenbach/Chris Kneifel	28	Chevrolet Camaro	Mobil 1/Mid-America	GTO	74	Running
10	12	Greg Pickett/Tommy Riggins	2	Chevrolet Corvette	Mobil 1/Mid-America	GTO	74	Running
11	15	Rocky Moran/Wally Dallenbach Jr.	99	Toyota Celica T	All American Racers	GTO	74	Running
12	33	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	73	Running
13	29	Chip Mead/Tim McAdam	43	Porsche Fabcar	MMG/Classic Shine	L	72	Running
14	37	Howard Cherry/James King	42	Porsche Fabcar	MMG-White/Allen Porsche	L	72	Running
15	32	John Grooms	36	Mazda Royale	Erie Scientific	L	72	Running
16	1	Elliott Forbes-Robinson/John Morton	83	Nissan ZXT GTP	Electramotive Engineering	GT	71	Running
17	38	Tom Kendall	75	Mazda RX-7	Kendall Racing	GTU	71	Running
18	35	Tom Hessert/Howard Katz	96	Mazda Tiga	Hessert Racing	L	71	Running
19	42	Amos Johnson/Dennis Shaw	71	Mazda RX-7	Team Highball	GTU	71	Running
20	34	Scott Schubot/Linda Ludemann	19	Mazda Tiga	S&L Racing	L	70	Running
21	41	Dave Heinz/Dale Kreider	55	Chevrolet Corvette	Quality Motorsports	GTO	69	Running
22	17	David Loring/Pierre Honegger	70	Mazda Denali	Z&W Motorsports	L	69	Running
23	44	Al Bacon/Robert Reed	17	Mazda RX-7	Al Bacon Racing	GTU	68	Running
24	26	Buzz McCall/Walt Bohren	30	Chevrolet Camaro	Skoal Bandit	GTO	67	Running
25	20	Paul Gentilozzi/Mark Dismore	81	Oldsmobile Toronado	Rocketsports	GTO	67	Running
26	46	Karl Durkheimer/Jim Torres	56	Porsche 911	Escort Racing	GTU	66	Running
27	53	Richard Oakley/Chaunce Wallace	47	Mazda RX-7	Cumberland Valley Racing	GTU	66	Running
28	51	Mark Altman/Gary Altman	20	Porsche 914	Altman Brothers Racing	GTU	66	Running
29	21	Bob Earl/Steve Millen	4	Pontiac Fiero	Dingman Brothers Racing	GTO	66	Running
30	11	Jack Baldwin	76	Chevrolet Camaro	Peerless Racing/Hendrick Motorsports	GTO	65	Running
31	45	George Petrilak/Rex McDaniel	23	Buick Argo	Di-Tech Buick Argo	L	65	Running
32	47	Dick Greer/Mike Mees	82	Mazda RX-7	Aspen Inn	GTU	65	Running
33	48	Helmut Silberberger/Dennis Krueger	41	Mazda RX-7	Tyrolean Racing	GTU	64	Running
34	27	Chester Vincentz/John Bauer	91	Porsche 930S	Electrodyne Performance	GTO	63	Running
35	28	Roger Mandeville/Kelly Marsh	38	Mazda RX-7	Mandeville Auto Tech	GTO	63	Running
36	7	Bruce Leven/Hurley Haywood	86	Porsche 962	Bayside Motorsports	GT	61	Out
37	10	Whitney Ganz/Gianpiero Moretti	0	Buick March	Buick Momo	GT	60	Out
38	25	Steve Durst/Michael Brockman	09	Pontiac Fiero GTP	Ball Brothers Racing	L	59	Out
39	2	Sarel Van Der Merwe/Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	58	Out
40	49	Carlos Bobeda/George Robinson	61	Mazda RX-7	Primus Motorsports	GTU	58	Out
41	13	Tom Gloy/Scott Pruett	03	Ford Mustang	Roush Racing	GTO	57	Out
42	43	Del Russo Taylor/Ken Bupp	26	Pontiac Firebird	Bob's Speed Products	GTO	57	Running
43	14	Chris Cord/Juan M. Fangio II	98	Toyota Celica T	All American Racers	GTO	56	Out
44	24	Tom Winters/Skeeter McKitterick	79	Pontiac Fiero	Whitehall Rocketsports	L	52	Out
45	40	Bobby Brown/Ken Knott	64	Buick Argo	Amdek/Brown Racing	L	51	Out
46	19	Bruce Jenner/Bob Akin Jr.	33	Ford Mustang	Roush Racing	GTO	50	Running
47	23	Lyn St. James	11	Ford Mustang	Roush Racing	GTO	29	Out
48	30	Ron Canizares/Bill Wolff	29	Buick Tiga	Ares Sports	L	28	Out
49	31	Max Jones	32	Nissan 300 ZX-T	Alderman Nissan	GTU	21	Out
50	50	Jim Dentici	7	Mazda Badger	Jefferson Meats/King	L	21	Out
51	39	Steve Gentile	06	Chevrolet Corvette	Gentile & Franchi	GTO	20	Out
52	52	Reed Kryder	57	Nissan 300 ZX	Kryderacing	GTU	1	Out
53	36	Steve Phillips	73	Chevrolet Tiga	AMF Racing	L	0	Out

Purse: $193,300
Winners' Share: $28,300
Time of Race: 4:21:26.38
Winning Speed: 74.358 mph

Lights Winning Speed: 69.45 mph
GTO Winning Speed: 68.798 mph
GTU Winning Speed: 65.969 mph
Margin of Victory: 42.18 seconds
Fastest GT Qualifier: #0–Oscar Larrauri: 117.316 mph (2:02.745)
Fastest Lights Qualifier: #01–Jeff Kline: 105.137 mph (2:16.964)
Fastest GTO Qualifier: #76–Jack Baldwin: 106.766 mph (2:14.874)
Fastest GTU Qualifier: #32–Max Jones: 100.696 mph (2:23.005) (Record)
Fastest GT Lap: #83–Elliott Forbes-Robinson (116.76 mph on 25th lap)
Fastest Lights Lap: #70–David Loring (104.796 on 42nd lap)
Fastest GTO Lap: #76–Jack Baldwin (106.635 mph on 21st lap)
Fastest GTU Lap: #32–Max Jones (101.202 mph on 19th lap) (Record)
Lap Leaders: #83 (1-5, 9-27, 35-54); #16 (6-8, 33-34, 61-82); #14 (28-32, 55-60)

San Antonio Street Circuit / September 6, 1987

NISSAN 3-HOUR CAMEL GRAND PRIX OF SAN ANTONIO, SAN ANTONIO, TEX., 142 LAPS/237.14 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Chip Robinson/Derek Bell/Al Holbert	14	Porsche 962	Holbert Racing	GT	142	Running
2	6	Al Holbert/A.J. Foyt	1	Porsche 962	Holbert Racing	GT	141	Running
3	1	Sarel Van Der Merwe/Doc Bundy	22	Chevrolet Corvette GTP	Hendrick Motorsports	GT	141	Running
4	8	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	137	Running
5	17	Don Bell/Jeff Kline	01	Pontiac Fiero GTP	AT&T/Collins & Aikman	L	134	Running
6	13	John Higgins/Tim McAdam	43	Porsche Fabcar	MMG-White/Allen Porsche	L	127	Running
7	11	Tom Winters/Skeeter McKitterick	79	Pontiac Fiero GTP	Spice Engineering	L	126	Running
8	15	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	111	Running
9	9	Darin Brassfield/Bob Wollek	67	Porsche 962	Uniroyal Goodrich	GT	110	Out
10	2	Price Cobb/Johnny Dumfries	16	Porsche 962	Dyson Racing	GT	108	Out
11	10	David Loring/Tom Hessert	96	Mazda Tiga	Hessert Racing	L	93	Out
12	14	Howard Cherry/Chip Mead	42	Porsche Fabcar	MMG-White/Allen Porsche	L	93	Running
13	18	Gary Robinson/Gregg Hobbs	31	Gebhardt BMW	Gebhardt-Team Tulsa	L	92	Running
14	12	Steve Durst/Michael Brockman	09	Pontiac Fiero GTP	Ball Brothers Racing	L	84	Out
15	16	Ron Canizares/Bill Wolff	29	Buick Tiga	Ares Sports	L	84	Out
16	21	Kim Campbell	34	Mazda Argo	Tricon Racing	L	64	Out
17	7	John Wood/David Rocha	13	Buick Alba	D&J Motorsports	L	64	Out
18	20	Charles Morgan/Jim Rothbarth	6	Pontiac Fiero GTP	Spice Engineering	L	62	Out
19	4	Elliott Forbes-Robinson	83	Nissan GTP-ZXT	Electramotive Engineering	GT	45	Out
20	19	Bill Jacobson	9	Mazda Tiga	Cellular One	L	37	Out
21	5	Whitney Ganz	30	Buick March	Buick Momo	GT	5	Out

Purse: $131,700
Winners' Share: $25,500
Time of Race: 3:00:38.8
Winning Speed: 78.764 mph (Record)
Lights Winning Speed: 74.304 mph (Record)
Margin of Victory: One lap, 21.39 seconds
Fastest GT Qualifier: #22–Sarel Van Der Merwe: 86.601 mph (1:07.855) (Record)
Fastest Lights Qualifier: #96–David Loring: 80.485 mph (1:14.697) (Record)
Fastest GT Lap: #16–Price Cobb (89.571 mph on 26th lap) (Record)
Fastest Lights Lap: #01–Jeff Kline (82.097 mph on 79th lap) (Record)
Lap Leaders: #16 (37-68); #14 (1-17); #67 (18-32); #86 (33-36, 69-75)

Columbus Street Circuit / October 4, 1987

COLUMBUS FORD DEALERS 500, COLUMBUS, OHIO, 81 LAPS/186.3 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	7	Bobby Rahal	86	Porsche 962	Budweiser/Bayside	GT	81	Running
2	5	Jochen Mass	85	Porsche 962	Lake Union Air Service	GT	81	Running
3	2	Prince Cobb/Johnny Dumfries	18	Porsche 962	Dyson Racing	GT	80	Running
4	11	Chip Robinson/Derek Bell	1	Porsche 962	Holbert Racing	GT	79	Running
5	6	Al Holbert	14	Porsche 962	Holbert Racing	GT	79	Running
6	14	Steve Shelton/Tom Shelton	62	Porsche 962	Shelton Racing	GT	77	Running
7	8	Rob Dyson/Johnny Dumfries	16	Porsche 962	Dyson Racing	GT	76	Out
8	13	James Weaver/Hurley Haywood	5	Porsche 962	Bob Akin Motor Racing	GT	76	Running
9	21	Charles Morgan	6	Pontiac Fiero	Spice Engineering	L	75	Running
10	19	Michael Brockman	09	Pontiac Fiero	Ball Brothers Racing	L	75	Running
11	22	Martino Finotto/Guido Dacco	80	Ferrari Alba	Gaston Andrey Racing	L	75	Running
12	20	Jim Downing	63	Mazda Argo	Certified Brakes Racing	L	73	Running
13	18	David Loring	70	Mazda Denali	Z&W Motorsports	L	73	Running
14	25	Tom Hessert	96	Mazda Tiga	Hessert Racing	L	73	Running
15	27	Chip Mead/Tim McAdam	42	Porsche Fabcar	MMG-Allen/White Porsche	L	71	Running
16	28	Bill Jacobson/John Snyder	9	Mazda Tiga	Cellular One	L	70	Running
17	31	Scot Schubot	19	Mazda Tiga	S&L Racing	L	69	Running
18	29	Ron Canizares/Bill Wolff	29	Buick Tiga	Ares Sports	L	68	Running
19	17	Steve Phillips	73	Chevrolet Tiga	AMF Racing	L	63	Out
20	30	Tommy Miller/Dick Rose	38	Mazda Tiga	Ohio Lottery	L	44	Out
21	12	Darin Brassfield/Bob Wollek	67	Porsche 962	Uniroyal Goodrich	GT	41	Out
22	4	Sarel Van Der Merwe	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	36	Out
23	15	Don Bell	01	Pontiac Fiero	AT&T/Collins & Aikman	L	31	Out
24	26	Ken Knott	64	Buick Argo	Amdek/Bobby Brown Racing	L	16	Out
25	24	Tim McAdam/Howard Cherry	43	Porsche Fabcar	MMG-White/Allen Porsche	L	8	Running
26	23	Philippe de Henning	79	Pontiac Fiero	Spice Engineering	L	7	Out
27	16	Steve Alexander	15	Buick Alba	Kalagian Racing	GT	5	Out
28	1	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	2	Out
29	3	Elliott Forbes-Robinson/Geoff Brabham	8	Nissan GTP-ZXT	Electramotive Engineering	GT	DNS	DNS
30	9	Sarel Van Der Merwe/Doc Bundy	22	Chevrolet Corvette GTP	Hendrick Motorsports	GT	DNS	DNS
31	10	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	DNS	DNS

Purse: $131,700
Winner's Share: $28,175
Time of Race: 2:10:54.775
Winning Speed: 85.385 mph (Record)
Lights Winning Speed: 78.775 mph (Record)
Margin of Victory: .461 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 92.497 mph (1:29.516) (Record)
Fastest Lights Qualifier: #01–Jeff Kline: 83.03 mph (1:39.723) (Record)
Fastest GT Lap: #86–Bobby Rahal (89.484 mph on 74th lap)
Fastest Lights Lap: #09–Michael Brockman (81.681 mph on 75th lap) (Record)
Lap Leaders: #85 (3-70); #86 (71-81); #83 (1-2)

Del Mar Temporary Circuit / October 25, 1987

2-HOUR CAMEL GRAND PRIX OF SOUTHERN CALIFORNIA, DEL MAR, CALIF., 97 LAPS/155.2 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	5	Jochen Mass	85	Porsche 962	Waste Management/Bayside	GT	97	Running
2	12	Oscar Larrauri	3	Porsche 962	Kalagian Racing	GT	96	Running
3	4	Bobby Rahal	86	Porsche 962	Budweiser/Bayside	GT	96	Running
4	10	Bob Wollek	67	Porsche 962	Uniroyal Goodrich	GT	96	Running
5	2	Price Cobb	16	Porsche 962	Dyson Racing	GT	96	Running
6	3	Elliott Forbes-Robinson/Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	95	Running
7	14	Jim Rothbarth/Charles Morgan	6	Pontiac Fiero GTP	Spice Engineering	L	91	Running
8	15	Steve Phillips/Howard Katz	73	Chevrolet Tiga	AMF Racing	L	91	Running

9	21	Jim Downing/John Maffucci	63	Mazda Argo	Certified Brakes Racing	L	88	Running
10	9	Hurley Haywood/John Morton	44	Jaguar XJR-7	Performance Jaguar	GT	87	Running
11	25	Philippe de Henning/Bill Koll	79	Pontiac Fiero GTP	Whitehall Rocketsports/Spice Engineering	L	87	Running
12	20	Tim McAdam/Howard Cherry	42	Porsche Fabcar	MMG-White/Allen Porsche	L	86	Running
13	22	Frank Jellinek/John Grooms	36	Mazda Royale	Erie Scientific	L	85	Running
14	18	Lorenzo Lamas/Skeeter McKitterick	48	Buick Argo	R&D Group	L	83	Running
15	13	Don Bell/Jeff Kline	01	Pontiac Fiero GTP	AT&T/Collins & Aikman	L	77	Running
16	26	Chip Mead/John Higgins	43	Porsche Fabcar	MMG-White/Allen Porsche	L	76	Running
17	8	Derek Bell/Chip Robinson	1	Porsche 962	Holbert Racing	GT	74	Out
18	23	Bobby Brown/Ken Knott	64	Buick Argo	Amdek/Brown Racing	L	52	Out
19	19	Tom Blackaller	32	Mazda Tiga	Pfeiffer Ridge Racing	L	50	Out
20	16	Steve Durst/Michael Brockman	09	Pontiac Fiero GTP	Ball Brothers Racing	L	37	Out
21	24	Rob Stevens	15	Buick Alba	Kalagian Racing	GT	20	Out
22	7	Doc Bundy	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	18	Out
23	1	Chip Robinson	14	Porsche 962	Holbert Racing	GT	10	Out
24	11	James Weaver	5	Porsche 962	Bob Akin Racing	GT	7	Out
25	17	Tom Kendall	11	Chevrolet Lola	Kendall Racing	GT	5	Out
26	6	Sarel Van Der Merwe	22	Chevrolet Corvette GTP	Hendrick Motorsports	GT	1	Out

Purse: $205,000
Winner's Share: $88,000
Time of Race: 2:00:54.805
Winning Speed: 77.014 mph (Record)
Lights Winning Speed: 72.083 mph (Record)
Margin of Victory: One lap, 9.546 seconds
Fastest GT Qualifier: #14–Chip Robinson: 90.213 mph (1:03.849) (Record)
Fastest Lights Qualifier: #01–Jeff Kline: 79.033 mph (1:44.767) (Record)
Fastest GT Lap: #14–Chip Robinson (88.371 mph on third lap) (Record)
Fastest Lights Lap: #01–Jeff Kline (80.797 mph on 36th lap) (Record)
Lap Leaders: #85 (57-60, 63-97); #86 (11-39); #83 (40-56, 62); #14 (1-10); #1 (61)

1987 Champions and Award Winners

GT Champion: Chip Robinson
Manufacturers' Champion: Porsche
Lights Champion: Jim Downing
Lights Manufacturers' Champion: Pontiac
Mechanic of the Year: Julian Randles (Spice Fiero)
Most Improved Driver: Don Bell

Daytona International Speedway / January 30-31, 1988

SUNBANK 24 AT DAYTONA, DAYTONA BEACH, FLA., 728 LAPS/2,591.68 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	6	Martin Brundle/John Nielsen/Raul Boesel	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	728	Running
2	1	Mauro Baldi/Bob Wollek/Brian Redman	67	Porsche 962	Uniroyal Goodrich	GT	727	Running
3	4	Eddie Cheever/Johnny Dumfries/John Watson	66	Jaguar XJR-9	Castrol/Jaguar Racing	GT	713	Running
4	7	Klaus Ludwig/Hans Stuck/Sarel Van Der Merwe	86	Porsche 962	Bayside Motorsports	GT	694	Running
5	12	J. Rothbarth/Bernard Jourdain/Rob Stevens/M. Jourdain	15	Porsche 962	Kalagian Racing	GT	680	Running
6	9	A.J. Foyt/Al Unser Jr./Elliott Forbes-Robinson	1	Porsche 962	Copenhagen/A.J. Foyt Enterprises	GT	675	Running
7	8	Chip Robinson/Al Holbert/Derek Bell	14	Porsche 962	Holbert Racing	GT	660	Out
8	11	Steve Durst/Michael Brockman/Bob Earl/Gary Belcher	09	Pontiac Firebird GTP	Jiffy Lube Firebird	GT	651	Out
9	3	Rob Dyson/Price Cobb/James Weaver/Vern Schuppan	16	Porsche 962	Dyson Racing	GT	638	Running
10	23	Scott Pruett/Pete Halsmer/Paul Miller/Bob Akin Jr.	11	Mercury XR4Ti	Mac Tools/Stroh's	GTO	634	Running
11	43	Buzz McCall/Paul Dallenbach/Max Jones/Jack Baldwin	03	Chevrolet Camaro	Skoal Bandit	GTO	634	Running
12	29	Tom Hessert/David Loring/David Simpson	9	Chevrolet Tiga	Essex Racing	L	617	Running
13	35	Jim Downing/Howard Katz/Hiro Matsushita	63	Mazda Argo	Downing/Atlanta	L	615	Running
14	37	Terry Visger/Paul Lewis/Jon Woodner	55	Pontiac Fiero	Huffaker Racing	L	599	Running
15	52	Amos Johnson/Dennis Shaw/Bob Lazier	71	Mazda RX-7	Team Highball	GTU	598	Running
16	21	Roger Mandeville/Kelly Marsh/Don Marsh	38	Mazda RX-7	Mandeville Auto Tech	GTO	597	Running
17	64	Gary Auberlen/Bill Auberlen/Cary Eisenlohr/Adrian Gang	04	Porsche 911	SP Racing	GTU	586	Running
18	59	Peter Uria/Jack Refenning/Rusty Scott/Larry Figaro	89	Porsche 911	901 Racing	GTU	577	Running
19	62	Richard Oakley/Doug Mills/Mike Minch	47	Mazda RX-7	Cumberland Valley Racing	GTU	573	Running
20	36	Andy Petery/Les Delano/Craig Carter	33	Mercury Capri	Richo Cameras	GTO	568	Running
21	75	Charles Morgan/Don Bell	01	Pontiac Fiero	AT&T/Spice Engineering	L	566	Out
22	49	Bill Jacobson/Ron McKay/Jim Brown	19	Mazda Tiga	Essex Racing	L	557	Running
23	51	John Higgins/Howard Cherry/Tim McAdam	42	Porsche Fabcar	Lamas Motor Racing	L	554	Running
24	63	Bob Leitzinger/Chuck Kurtz/Butch Leitzinger	95	Nissan 300ZX	Leitzinger Racing	GTU	541	Running
25	41	Greg Walker/Scott Lagasse/King Smith	68	Chevrolet Corvette	Greg Walker Racing	GTO	527	Running
26	2	Jan Lammers/Davy Jones/Danny Sullivan	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	512	Out
27	27	Martino Finotto/Guido Dacco/Peter Silva	80	Ferrari Alba	Gaston Andrey Racing	L	506	Running
28	30	Willy T. Ribbs/Rocky Moran/Juan M. Fangio II	99	Toyota Celica	All American Racers	GTO	502	Out
29	46	Frank Jellinek/John Grooms/Tom Bagley/John Fergus	36	Mazda Argo	Erie Scientific	L	496	Out
30	69	Bob Beasley/Jack Lewis/Steve Volk	18	Porsche Carrera	Jack Lewis Enterprises	GTO	490	Out
31	53	Craig Rubright/Garrett Jenkins/Bill Wessel	84	Chevrolet Camaro	CAR Enterprises	GTO	479	Out
32	20	Bill Adam/Chip Mead/Tommy Archer	5	Chevrolet Corvette	Plyvltc/Protofab Racing	GTO	467	Out
33	67	Karl Durkheimer/Monte Shelton/Jim Torres/Nort Northam	56	Porsche 911	Escort Porsche	GTU	455	Running
34	61	Bart Kendall/Johnny Unser/Tom Frank	75	Mazda RX-7	CCR	GTU	446	Out
35	56	Al Bacon/Robert Reed/John Hogdal	17	Mazda RX-7	Al Bacon Performance	GTU	445	Running
36	14	Scott Goodyear/Bruce Jenner/Arie Luyendyk/Tom Gloy	7	Ford GTP	Tom Milner Racing	GT	418	Out
37	31	Chris Cord/Dennis Aase/Steve Millen	98	Toyota Celica	All American Racers	GTO	416	Out
38	38	Anthony Puleo/Mark Montgomery/Steve Zwiren	92	Pontiac Firebird	Puleo Racing	GTO	402	Running
39	19	Greg Pickett/John Jones/Tommy Riggins	2	Chevrolet Corvette	Plyvltc/Protofab Racing	GTO	399	Out
40	32	Parnelli Jones/John Morton/P.J. Jones	76	Mazda RX-7	CCR	GTO	389	Out
41	16	Kenper Miller/Bob Akin Jr./Paul Gentilozzi	6	Mercury XR4Ti	Mac Tools/Stroh's	GTO	388	Running
42	74	George Petrilak/Rex McDaniel/Bruce MacInnes	23	Buick Argo	Motion Promotion	L	379	Running
43	26	Scott Schubot/Linda Ludemann/Jim Miller	4	Buick Spice	S&L Racing	L	369	Out
44	25	Mark Martin/Lyn St. James/Deborah Gregg/Pete Halsmer	22	Mercury Capri	Motorcraft/Ford Parts	GTO	349	Out
45	48	Ken Bupp/Guy Church/Kent Painter/Jack Boxstrom	81	Chevrolet Camaro	Sentry Bank Equipment	GTO	345	Out
46	39	Mike Allison/Chris Ashmore/Stephen Hynes	72	Cosworth Tiga	Roy Baker Racing	GT	329	Out
47	58	M. Gonzalez/Manuel Villa/Skip Winfree/John Schneider	35	Porsche Royale	Diman Racing	L	302	Out
48	24	Skeeter McKitterick/Bill Koll/Tom Winters/C. Ballot-Lena	79	Pontiac Fiero	Winters/Whitehall Motorsports	L	297	Out
49	71	Rene Azcona/Colin Richard/Robert Copeman	51	Porsche 911	Mardi Gras Racing	GTU	278	Running
50	5	Massimo Sigala/Oscar Larrauri/Gianfranco Brancatelli	3	Porsche 962	Brun Motorsports-Torno	GT	277	Out
51	50	Paul Reisman/Bob Hebert/Andy Strasser	39	Pontiac Firebird	HRG Associates	GTO	269	Running
52	65	Dick Greer/Mike Mees/John Finger	82	Mazda RX-7	Aspen Inn	GTU	243	Out
53	28	Steve Phillips/Jeff Andretti/Michael Roe	31	Buick March	Buick Momo	GT	213	Out
54	72	Bobby Brown/Billy Hagan/Ron Nelson/Sterling Marlin	06	Buick Tiga	Amdek	L	165	Out
55	55	O. Kimbrough/Chris Gennone/H. Overbagh/David Kisak	29	Chevrolet Camaro	Overbagh Motor Racing	GTO	165	Out
56	57	Gary Wonzer/Bill Bean/Joseph Hamilton/Jonathan Green	58	Mazda Lola	Gary Wonzer	L	151	Out
57	70	Russ Church/E.J. Generotti/Daniel Urrutia/Dennis Vitolo	28	Mazda RX-7	Florida Fixtures	GTU	150	Out
58	40	Jim Fowells/David Cowart/Ray Mummery/Mike Meyer	27	Mazda Argo	MSB Racing	L	146	Out
59	44	Steve Johnson/Bob Strait/Geoff Nicol	88	Ferrari Argo	Transact, Inc	L	132	Out
60	47	Uli Bieri/A. Pallavicini/T. Johnson/Paolo Guaitamacchi	40	Ferrari Alba	Gaston Andrey Racing	L	126	Out
61	13	Hurley Haywood/Whitney Ganz/Bob Tullius	44	Group 44 12	Group 44	GT	122	Out
62	34	Bobby Allison/Dick Daniels/Clifford Allison	12	Buick Somerset	Bobby Allison Racing	GTO	104	Out
63	10	John Hotchkis/Jim Adams/John Hotchkis Jr.	10	Porsche 962	Hotchkis Racing	GT	98	Out
64	15	Wayne Taylor/Ian Harrower/Ian Flux/Stanley Dickens	05	Ford ADA	ADA Engineering	GT	88	Out
65	68	Paul Romano/Bill Colom/Steve Burgner/Jeff Green	08	Mazda RX-7	Simms-Romano Enterprises	GTU	87	Out
66	54	Lorenzo Lamas/Perry King/Charlie Monk	48	Porsche Fabcar	Lamas Motor Racing	L	80	Out
67	33	Jim Briody/Bob Nagel/John McComb	24	Buick March	Briody Racing	GT	80	Running
68	42	Jean-Louis Ricci/Olin Jacobelli/Claude Ballot-Lena	97	Pontiac Fiero	Winters/Whitehall Motorsports	L	77	Out
69	22	John Wood/Brent O'Neill/David Rocha	21	Buick Alba	John Wood Racing	GT	68	Out
70	60	Jack Broomall/Tim Evans/Garth Ullom/Neil Hannemann	53	Dodge Daytona	Team Shelby	GTU	66	Out
71	66	Kal Showket	00	Dodge Daytona	Full Time Racing	GTU	62	Out
72	17	Phil Mahre/Helmut Myndas	96	BMW Urd	URD Junior Team	GT	60	Out
73	73	Richard McDill/Tom Juckette/Bill McDill	20	Pontiac March	Data-Gas	GT	54	Out
74	18	Gianpiero Moretti/Michael Roe	30	Buick March	Buick Momo	GT	39	Out
75	45	Rusty Bond	94	Chevrolet Camaro	Ash Tisdelle	GTO	18	Out

Purse: $328,000
Winners' Share: $55,500
Time of Race: 24:00:34.94
Winning Speed: 107.943 mph
Lights Winning Speed: 91.433 mph
GTO Winning Speed: 93.957 mph
GTU Winning Speed: 88.608 mph
Margin of Victory: One lap, 54.65 seconds
Fastest GT Qualifier: #67–Mauro Baldi: 129.563 mph (1:38.917)
Fastest Lights Qualifier: #79–Skeeter McKitterick: 114.642 mph (1:51.791)
Fastest GTO Qualifier: #6–Pete Halsmer: 117.414 mph (1:48.152) (Record)
Fastest GTU Qualifier: #71–Amos Johnson: 107.049 mph (1:59.721)
Fastest GT Lap: #16–Price Cobb (126.026 mph on seventh lap)
Fastest Lights Lap: #80–Martino Finotto (107.908 mph on 11th lap)
Fastest GTO Lap: #99–Willy T. Ribbs (111.799 mph on 24th lap)
Fastest GTU Lap: #71–Amos Johnson (101.186 mph on 10th lap)
Lap Leaders: #16 (1-29, 31-47); #14 (30, 48-66, 87-99, 116-175, 213-248, 268-277, 282-285, 328-513); #66 (67-86, 100-115); #67 (176-212, 249-267, 318-327, 521-561, 587-592, 619-623); #61 (278-281, 286-317); #66 (514-520, 562-570); #60 (571-586, 593-618, 624-652, 654-728)

Miami Grand Prix Street/Road Circuit / February 28, 1988

3-HOUR CAMEL GT GRAND PRIX OF MIAMI, MIAMI, FLA., 124 LAPS/232.252 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	8	Price Cobb/James Weaver	16	Porsche 962	Blaupunkt/Dyson Racing	GT	124	Running
2	3	Martin Brundle/John Nielsen	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	124	Running
3	9	Oscar Larrauri	3	Porsche 962	Brun Motorsports-Torno	GT	124	Running
4	4	Chip Robinson/Derek Bell	14	Porsche 962	Holbert Racing	GT	124	Running
5	2	Klaus Ludwig/Hans Stuck	86	Porsche 962	Bayside Motorsports	GT	124	Running
6	7	Jan Lammers/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	123	Running
7	5	A.J. Foyt/Rob Dyson	1	Porsche 962	A.J. Foyt Enterprises	GT	123	Running
8	1	Geoff Brabham/John Morton	83	Nissan ZX-T	Electramotive Engineering	GT	122	Running
9	15	Tom Gloy/Pete Halsmer	77	Ford GTP	Tom Milner Racing	GT	120	Running
10	13	Bob Earl/Jeff Kline	33	Pontiac Firebird	Collins & Aikman	GT	117	Running
11	22	Martino Finotto/Ruggero Melgrati	80	Ferrari Alba	Gaston Andrey Racing	L	117	Running
12	19	Michael Roe/Gianpiero Moretti	30	Buick March	Buick Momo	GT	115	Running
13	28	Tom Hessert/David Loring	9	Buick Tiga	Essex Racing	L	114	Running
14	31	Jean-Louis Ricci/Claude Ballot-Lena	97	Pontiac Fiero	Winters/Whitehall Motorsports	L	114	Running
15	21	Steve Durst/Michael Brockman	09	Pontiac Fiero	Jiffy Lube Firebird	GT	114	Running
16	32	Howard Cherry/Lorenzo Lamas	42	Porsche Fabcar	Lamas Motor Racing	L	111	Running
17	36	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	111	Running
18	18	Jim Rothbarth/Bernard Jourdain	15	Porsche 962	Kalagian Racing	GT	109	Out
19	16	Tom Pumpelly/Bruce Jenner	7	Ford GTP	Tom Milner Racing	GT	109	Running
20	35	Gary Robinson/Jan Thoelke	34	BMW Gebhardt	Gebhardt Racing	L	109	Running
21	36	Jim Downing/Howard Katz	63	Mazda Argo	Downing/Atlanta	L	109	Running
22	29	John Gunn/Bruce MacInnes	39	Chevrolet Phoenix	Phoenix Race Cars	GT	86	Out
23	10	E. Forbes-Robinson/David Hobbs/Sarel Van Der Merwe	22	Chevrolet Corvette	Hendrick Motorsports	GT	77	Running
24	11	Bob Wollek/Mauro Baldi	67	Porsche 962	B.F. Goodrich	GT	76	Out
25	26	Bill Koll/Skeeter McKitterick	79	Pontiac Fiero	Winters/Whitehall Motorsports	L	76	Out
26	23	Steve Phillips/Jeff Andretti	31	Buick March	Buick Momo	GT	73	Out
27	38	Terry Visger	55	Pontiac Fiero	Huffaker Racing	L	69	Out
28	34	Bill Jacobson/John Schneider	19	Mazda Tiga	Essex Racing	L	60	Out
29	12	Sarel Van Der Merwe/Bobby Rahal	52	Chevrolet Corvette	Hendrick Motorsports	GT	54	Out
30	27	Charles Morgan	01	Pontiac Fiero	AT&T/Spice Engineering	L	51	Out
31	37	Tommy Miller	38	Mazda Tiga	Spectra Motorsports	L	46	Out
32	20	Whitney Ganz/Bill Cooper	49	Buick March	HP Racing	GT	40	Out
33	33	Charlie Monk	48	Porsche Fabcar	Lamas Motor Racing	L	33	Out
34	14	Eddie Cheever	66	Jaguar XJR-9	Castrol/Jaguar Racing	GT	32	Out
35	30	Guido Dacco	40	Ferrari Tiga	Gaston Andrey Racing	L	22	Out
36	25	Brent O'Neill	25	Buick Argo	Cisco's Cafe	L	9	Out
37	24	Albert Naon	72	Ford	Roy Baker Racing	GT	5	Out
38	17	Chip Mead	8	Chevrolet Fabcar	Fabcar America Racing	GT	4	Out

Purse: $169,700
Winners' Share: $43,000
Time of Race: 3:00:29.94
Winning Speed: 77.203 mph
Lights Winning Speed: 72.481
Margin of Victory: .004 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 96.599 mph (1:09.802)
Fastest Lights Qualifier: #60–Martino Finotto: 85.714 (1:18.866) (Record)
Fastest GT Lap: #83–Geoff Brabham (94.474 mph on second lap) (Record)
Fastest Lights Lap: #60–Martino Finotto (84.438 mph on 100th lap) (Record)
Lap Leaders: #63 (1-38); #66 (39); #16 (40, 79-124); #60 (41-71); #61 (72-74); #3 (75-78)

Sebring International Raceway / March 20, 1988

12 HOURS OF SEBRING, SEBRING, FLA., 318 LAPS/1,306.98 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Klaus Ludwig/Hans Stuck	86	Porsche 962	Havoline/Bayside Motorsports	GT	318	Running
2	9	John Winter/Frank Jelinski/Paolo Barilla	0	Porsche 962	Joest Racing	GT	309	Running
3	2	Price Cobb/James Weaver	16	Porsche 962	Blaupunkt/Dyson Racing	GT	307	Running
4	7	A.J. Foyt/Hurley Haywood/Rob Dyson	1	Porsche 962	Copenhagen/A.J. Foyt Enterprises	GT	304	Running
5	8	John Hotchkis/Jim Adams/John Hotchkis Jr.	10	Porsche 962	Hotchkis Racing	GT	303	Running
6	19	Wally Dallenbach Jr./John Jones	5	Chevrolet Corvette	Plyvltc/Protofab	GTO	289	Running
7	5	Jan Lammers/Davy Jones/Danny Sullivan/John Nielsen	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	283	Running
8	15	Deborah Gregg/Lyn St. James/Pete Halsmer	6	Mercury XR4Ti	Mac Tools/Stroh's	GTO	282	Running
9	22	Tom Hessert/David Loring	9	Buick Tiga	Essex Racing	L	282	Running
10	30	Andy Petery/Les Delano/Craig Carter	33	Mercury Capri	Rico Camera Capri	GTO	278	Running
11	18	Scott Pruett/Pete Halsmer	11	Mercury XR4Ti	Mac Tools/Stroh's	GTO	275	Running
12	31	John Morton/P.J. Jones	76	Mazda RX-7	CCR	GTO	273	Running
13	37	Uli Bieri/Paolo Guaitamacchi/A. Pallavicini/M. Finotto	40	Ferrari Alba	Gaston Andrey Racing	L	269	Running
14	29	Jim Downing/Howard Katz/Hiro Matsushita	63	Mazda Argo	Panasonic Mazda	L	268	Out
15	43	Amos Johnson/Dennis Shaw	71	Mazda RX-7	Team Highball	GTU	267	Running
16	28	Roger Mandeville/Kelly Marsh/Don Marsh	38	Mazda RX-7	Mandeville Auto Tech	GTO	266	Running
17	50	Bart Kendall/Tom Frank	75	Mazda RX-7	CCR	GTU	265	Running
18	16	Martino Finotto/Ruggero Melgrati/Guido Dacco	80	Ferrari Alba	Gaston Andrey Racing	L	264	Running
19	12	Steve Durst/Michael Brockman/Jeff Kline	09	Pontiac Fiero GTP	Jiffy Lube Firebird	GT	262	Running
20	59	Dick Greer/Matt Mnich/John Finger/Mike Mees	82	Mazda RX-7	Aspen Inn	GTU	261	Running
21	40	George Petrilak/Rex McDaniel/Scott Livingston	23	Buick Argo	Di-Tech Buick	L	259	Running
22	27	Terry Visger/Paul Lewis/John Woodner	55	Pontiac Firebird	Huffaker Racing	L	251	Running
23	61	Jack Broomall/Tim Evans/Garth Ullom	53	Dodge Daytona	Team Shelby	GTU	250	Running
24	39	Ash Tisdelle/Lance Van Every/Nort Northam	94	Chevrolet Camaro	Ash Tisdelle	GTO	232	Running
25	54	Jack Refenning/Rusty Bond/Fred Baker	20	Porsche 911	Martinelli-Scott	GTO	232	Running
26	44	Bill Jacobson/John Schneider/Jim Brown	19	Mazda Tiga	Essex Racing	L	229	Out
27	26	Charles Morgan/Don Bell/Hendrick Ten Cate	01	Pontiac Fiero	AT&T Spice Engineering	L	229	Running
28	46	Craig Rubright/Kermit Upton	84	Chevrolet Camaro	CAR Enterprises	GTO	229	Running
29	62	Peter Uria/Larry Figaro/Skip Winfree	89	Porsche 911	901 Racing	GTU	226	Running
30	33	Buzz McCall/Paul Dallenbach/Jack Baldwin	03	Chevrolet Camaro	Skoal Bandit	GTO	225	Out
31	48	Bill Auberlen/Adrian Gang/Gary Auberlen	54	Porsche 911	S&P Racing	GTU	224	Running
32	49	Al Bacon/Robert Reed/Amos Johnson	17	Mazda RX-7	Al Bacon Performance	GTU	217	Running
33	60	Rudy Bartling/Ray Brezinka/Fritz Hochreuter	90	Porsche 911	Rudy Bartling	GTU	217	Running
34	35	Howard Cherry/Charlie Monk/Lorenzo Lamas/J. Newsum	42	Porsche Fabcar	MMG/Lamas Motorsports	L	212	Running
35	41	Del Russo Taylor/Gary Myers/Bob Lee/M. Montgomery	92	Pontiac Firebird	Bob's Speed Products	GTO	205	Running
36	52	Steve W. Roberts III/Kurt Roehrig	7	Pontiac Firebird	Highlands Race Team	GTO	197	Running
37	57	Kal Showket/Neil Hannemann	00	Dodge Daytona	Full Time Racing	GTU	183	Running
38	38	Greg Walden/Scott Lagasse/King Smith	69	Chevrolet Corvette	Greg Walker Racing	GTO	174	Running
39	14	Whitney Ganz/Doc Bundy/Bill Cooper	49	Buick March	HP Racing	GT	173	Out
40	51	Ken Bupp/Guy Church/Rob Peters	81	Chevrolet Camaro	Sentry Bank Equipment	GTO	168	Running
41	58	Henry Brosnaham/Kent Keller	12	Chevrolet Camaro	Spirit of Brandon	GTO	161	Out
42	56	P. Romano/W. McVey/Robert Seaman/William Hornack	18	Mazda RX-7	Simms-Romano Enterprises	GTU	161	Running
43	6	Sarel Van Der Merwe/Elliott Forbes-Robinson	22	Chevrolet Corvette	Hendrick Motorsports	GT	151	Out
44	45	Dan Ripley/Alan Freed/Keith Rinzler	50	Pontiac Fiero	Marco Polo	GTU	145	Out

45	65	Tom Kendall/Max Jones	02	Chevrolet Beretta	C&C	GTU	145	Out
46	1	Chip Robinson/Al Holbert	14	Porsche 962	Holbert Racing	GT	142	Out
47	32	Richard McDill/Tom Juckette/Bill McDill	26	Pontiac March	Hi-Tech	GT	142	Out
48	25	Jean-Louis Ricci/Claude Ballot-Lena/Skeeter McKitterick	97	Pontiac Fiero	Whitehall Motorsports	L	141	Out
49	13	Gianpiero Moretti/Michael Roe	30	Buick March	Buick Momo March	GT	135	Out
50	17	Greg Pickett/Tommy Riggins	2	Chevrolet Corvette	Plyvltc/Protofab	GTO	126	Out
51	20	Scott Schubot/Linda Ludemann/Jim Miller	4	Buick Spice	S&L Racing	L	117	Out
52	42	Bobby Brown/Billy Hagan/Ron Nelson	06	Buick Tiga	Amdek/Brown Racing	L	102	Out
53	55	Luis Mendez/Kikos Fonseca	68	Porsche 911	Latino Racing	GTU	100	Out
54	23	Chris Cord/Dennis Aase	98	Toyota Celica	All American Racers	GTO	99	Out
55	63	Bill Bean/Gary Wonzer/Mike Cooper	57	Mazda Lola		L	93	Out
56	53	Luis Sereix/Daniel Urrutia	41	Chevrolet Camaro	Ferrea Racing	GTO	88	Out
57	34	Lon Bender/Albert Naon	72	Ford Tiga	Roy Baker Racing	GT	81	Out
58	24	John Gunn	39	Chevrolet Phoenix	Phoenix Race Cars	GT	63	Out
59	47	Richard Oakley/Doug Mills	47	Mazda RX-7	Cumberland Valley Racing	GTU	37	Out
60	3	Martin Brundle	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	31	Out
61	64	Dorsey Schroeder/Bruce MacInnes	07	Dodge Daytona	Full Time Racing	GTU	25	Out
62	10	Jim Rothbarth	15	Porsche 962	Kalagian Racing	GT	21	Out
63	21	Willy T. Ribbs	99	Toyota Celica	All American Racers	GTO	16	Out
64	11	Tom Gloy	31	Buick March	Buick Momo	GTO	2	Out
65	36	Chip Mead	48	Porsche Fabcar	MMG/Lamas Motorsports	L	2	Out

Purse: $260,900
Winners' Share: $53,000
Time of Race: 12:00:52.987
Winning Speed: 108.782 mph (Record)
Lights Winning Speed: 96.163 mph (Record)
GTO Winning Speed: 98.611 mph (Record)
GTU Winning Speed: 91.181 mph (Record)
Margin of Victory: Nine laps, 21.537 seconds
Fastest GT Qualifier: #14–Chip Robinson: 127.721 mph (1:55.846) (Record)
Fastest Lights Qualifier: #80–Ruggero Melgrati: 112.989 mph (2:10.951) (Record)
Fastest GTO Qualifier: #6–Pete Halsmer: 113.085 mph (2:10.84) (Record)
Fastest GTU Qualifier: #71–Amos Johnson: 100.772 mph (2:26.827) (Record)
Fastest GT Lap: #16–Price Cobb (122.569 mph on 40th lap) (Record)
Fastest Lights Lap: #4–Scott Schubot (107.089 on 98th lap) (Record)
Fastest GTO Lap: #2–Greg Pickett (109.282 mph on 34th lap) (Record)
Fastest GTU Lap: #17–Al Bacon (99.184 mph on 44th lap) (Record)
Lap Leaders: #16 (1-29, 61, 88-126, 139-158); #66 (30-35, 37-60, 62-87, 129-138, 159-318); #14 (36)

Road Atlanta / April 10, 1988

500-KILOMETER ATLANTA JOURNAL-CONSTITUTION CAMEL GRAND PRIX, BRASELTON, GA., 124 LAPS/312.48 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	13	Geoff Brabham/John Morton	3	Nissan GTP	Electramotive Engineering	GT	124	Running
2	1	John Nielsen/John Watson	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	124	Running
3	2	Chip Robinson/Derek Bell	14	Porsche 962	Holbert Racing	GT	124	Running
4	3	Davy Jones/Andy Wallace	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	123	Running
5	15	Price Cobb/James Weaver	16	Porsche 962	Blaupunkt/Dyson Racing	GT	122	Running
6	5	Bob Earl/Jeff Kline	33	Pontiac Firebird	Collins & Aikman	GT	121	Running
7	12	Jim Rothbarth/Doc Bundy	15	Porsche 962	Kalagian Racing	GT	119	Running
8	4	Elliott Forbes-Robinson/Didier Theys	22	Chevrolet Corvette	Goodwrench	GT	117	Running
9	6	Steve Shelton/Tom Shelton	62	Porsche 962	Shelton Racing	GT	116	Running
10	11	John Hotchkis/Jim Adams	10	Porsche 962	Wynn's/Hotchkis Racing	GT	116	Running
11	17	Martino Finotto/Ruggero Melgrati	80	Ferrari Alba	Gaston Andrey Racing	L	111	Running
12	22	Jim Downing/Howard Katz	63	Mazda Argo	Panasonic Mazda	L	109	Running
13	27	Hiro Matsushita/John Maffucci	70	Mazda Argo	Downing/Atlanta	L	109	Running
14	21	Tom Hessert/David Loring	9	Buick Tiga	Essex Racing	L	108	Running
15	28	Gerald Parker/Frank Everett	37	Pontiac Fiero GTP	EPR Motorsports	L	108	Running
16	23	Terry Visger/Paul Lewis	55	Pontiac Firebird	Huffaker Racing	L	107	Running
17	26	Bill Jacobson/Jim Brown	19	Mazda Tiga	Essex Racing	L	106	Running
18	25	Frank Jellinek/John Grooms	36	Mazda Argo	Erie Scientific	L	106	Running
19	30	Dick Rose/Tommy Miller	38	Mazda Tiga		L	98	Out
20	20	Brent O'Neill/David Rocha	25	Buick Argo	Performance Tech	L	97	Running
21	21	Charles Morgan/Don Bell	01	Pontiac Firebird	AT&T/Spice Engineering	L	95	Out
22	29	Bobby Brown/Ron Nelson	06	Buick Tiga	Amdek/Brown Racing	L	88	Running
23	18	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	86	Out
24	8	Steve Durst/Michael Brockman	09	Pontiac Firebird	Ball Brothers Racing	GT	78	Out
25	14	Tom Pumpelly/R.K. Smith	7	Ford GTP	Tom Milner Racing	GT	77	Out
26	10	Chip Mead/Jack Baldwin	8	Chevrolet Fabcar	Fabcar America Racing	GT	57	Out
27	24	Steve Johnson	88	Ferrari Argo	Transact	L	50	Out
28	9	Michael Roe	30	Buick March	Buick Momo	GT	30	Out
29	19	Bill Koll	79	Pontiac Firebird	Winters/Whitehall Motorsports	L	24	Out
30	7	Pete Halsmer	77	Ford GTP	Tom Milner Racing	GT	20	Out
31	16	Tom Gloy	31	Buick March	Buick Momo	GT	10	Out
DNS		Geoff Brabham	83	Nissan GTP	Electramotive Engineering	GT	DNS	DNS

Purse: $163,950
Winners' Share: $34,000
Time of Race: 2:38:11.567
Winning Speed: 118.519 mph (Record)
Margin of Victory: 3.75 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 126.711 mph (1:11.596) (Record)
Fastest Lights Qualifier: #80–Ruggero Melgrati: 112.186 mph (1:20.866)
Fastest GT Lap: #3–Geoff Brabham (123.691 mph on 18th lap) (Record)
Fastest Lights Lap: #80–Ruggero Melgrati (110.677 mph on 30th lap) (Record)
Lap Leaders: #60 (1-24, 39-43, 53-83, 91-116); #3 (25-38, 45-52, 84-90, 117-124); #61 (44)

South Florida Fairgrounds / April 24, 1988

3-HOUR GRAND PRIX OF PALM BEACH, WEST PALM BEACH, FLA., 149 LAPS/241.38 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham/John Morton	83	Nissan GTP	Electramotive Engineering	GT	149	Running
2	2	Jan Lammers/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	149	Running
3	13	Price Cobb/James Weaver	16	Porsche 962	Blaupunkt/Dyson Racing	GT	148	Running
4	3	Bob Earl/Jeff Kline	33	Pontiac Firebird	Collins & Aikman	GT	147	Running
5	12	Chip Mead/Tim McAdam	8	Chevrolet Fabcar	Fabcar Racing	GT	145	Running
6	14	Jim Rothbarth/Bernard Jourdain	15	Porsche 962	Kalagian Racing	GT	142	Running
7	11	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	139	Running
8	30	David Loring/Tom Hessert	9	Buick Tiga	Essex Racing	L	139	Running
9	22	Martino Finotto/Ruggero Melgrati	80	Ferrari Alba	Gaston Andrey Racing	L	138	Running
10	23	Jim Downing/Howard Katz	63	Mazda Argo	Panasonic Mazda	L	137	Running
11	26	Uli Bieri/Guido Dacco	40	Ferrari Alba	Gaston Andrey Racing	L	137	Running
12	25	Brent O'Neill/Bill Wolff	25	Buick Argo	Performance Tech	L	135	Running
13	6	Bobby Rahal/Elliott Forbes-Robinson	52	Chevrolet Corvette	Goodwrench	GT	133	Out
14	27	Bill Jacobson/Justin Reid	19	Mazda Tiga	Essex Racing	L	131	Running
15	29	John Higgins/Lorenzo Lamas	43	Porsche Fabcar	Lamas Motor Racing	L	130	Running
16	19	Charles Morgan/Dominic Dobson	01	Pontiac Fiero GTP	AT&T/Spice Engineering	L	130	Running
17	5	Chip Robinson/Derek Bell	14	Porsche 962	Holbert Racing	GT	102	Out
18	21	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	90	Out
19	17	Bill Koll/Skeeter McKitterick	79	Pontiac Fiero GTP	Winters/Whitehall Motorsports	L	85	Out
20	4	John Nielsen	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	83	Out
21	15	Gianpiero Moretti/Michael Roe	30	Buick March	Buick Momo March	GT	82	Out
22	10	A.J. Foyt	1	Porsche 962	Copenhagen/A.J. Foyt	GT	69	Out
23	16	John Wood/R.K. Smith	7	Ford GTP	Tom Milner Racing	GT	58	Out
24	18	Claude Ballot-Lena	97	Pontiac Fiero GTP	Winters/Whitehall Motorsports	L	55	Out
25	28	James King	42	Porsche Fabcar	Lamas Motor Racing	L	53	Out
26	24	Frank Everett	37	Pontiac Spice	EPR Motorsports	L	30	Out

27	7	Steve Durst	09	Pontiac Firebird	Ball Brothers Racing	GT	20	Out
28	8	Sarel Van Der Merwe	22	Chevrolet Corvette	Goodwrench	GT	6	Out
29	20	Paul Lewis	55	Pontiac Fiero GTP	Huffaker Racing	L	6	Out
30	9	Bob Wollek	67	Porsche 962	Busby Racing	GT	2	Out
	DNS	Massimo Sigala/Oscar Larrauri	3	Porsche 962	Brun Motorsports/Torno	GT	DQ	DQ

Purse: $181,600
Winners' Share: $57,000
Time of Race: 3:00:46.524
Winning Speed: 80.115 mph (Record)
Lights Winning Speed: 74.283 mph (Record)
Margin of Victory: 7.563 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 99.248 mph (58.762) (Record)
Fastest Lights Qualifier: #79–Skeeter McKitterick: 89.856 mph (1:04.904) (Record)
Fastest GT Lap: #83–Geoff Brabham (94.879 mph on 35th lap) (Record)
Fastest Lights Lap: #60–Ruggero Melgrati (87.153 mph on 70th lap) (Record)
Lap Leaders: #61 (1-30, 41-84); #63 (31-40, 85-149)

Lime Rock Park / May 30, 1988

150-LAP CAMEL GRAND PRIX, LIME ROCK, CONN., 150 LAPS/229.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	150	Running
2	1	Martin Brundle/John Nielsen	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	150	Running
3	6	Jan Lammers/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	150	Running
4	3	Chip Robinson	14	Porsche 962	Holbert Racing	GT	147	Running
5	7	Bob Earl/Jeff Kline	33	Pontiac Firebird	Collins & Aikman	GT	145	Running
6	13	Rob Dyson/Price Cobb	16	Porsche 962	Blaupunkt/Dyson Racing	GT	144	Running
7	5	Sarel Van Der Merwe/Elliott Forbes-Robinson	52	Chevrolet Corvette	Hendrick Motorsports	GT	142	Running
8	10	Bernard Jourdain/Jim Rothbarth	15	Porsche 962	Kalagian Racing	GT	142	Running
9	9	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	140	Running
10	12	Michael Brockman	09	Pontiac Firebird GTP	Ball Brothers Racing	L	139	Running
11	20	Skeeter McKitterick	79	Pontiac Firebird	Whitehall Motorsports	L	138	Running
12	15	Charles Morgan	01	Pontiac Firebird	Spice Engineering	GT	137	Running
13	14	John Wood/Tom Pumpelly	7	Ford GTP	NTW-Dunlop Racing	L	136	Running
14	25	Tom Hessert	19	Buick Tiga	Essex Racing	L	135	Running
15	18	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	GT	135	Running
16	8	Tim McAdam/Chip Mead	8	Chevrolet Fabcar	Fabcar America Racing	L	134	Running
17	21	Jim Downing/Howard Katz	63	Mazda Argo	Panasonic Mazda	L	134	Running
18	22	John Grooms	36	Mazda Argo	Erie Scientific	L	133	Running
19	23	David Loring	9	Buick Tiga	Essex Racing	GT	123	Out
20	11	Gianpiero Moretti/Michael Roe	30	Buick March	Buick Momo March	L	80	Out
21	19	Almo Coppelli	80	Ferrari Alba	Gaston Andrey Racing	L	72	Out
22	26	Uli Bieri/Guido Dacco	40	Ferrari Tiga	Gaston Andrey Racing	GT	48	Out
23	4	James Weaver	18	Porsche 962	Blaupunkt/Dyson Racing	L	44	Out
24	16	Costas Los	97	Pontiac Firebird	Whitehall Motorsports	GT	43	Out
25	24	Jim Briody/Robert Nagel	24	Buick March	Briody Racing	L	20	Out
26	17	Paul Lewis	55	Pontiac Firebird	Huffaker Racing			

Purse: $163,000
Winner's Share: $34,000
Time of Race: 2:13:55.949
Winning Speed: 102.813 mph (Record)
Lights Winning Speed: 46.827 mph (Record)
Margin of Victory: 8.879 seconds
Fastest GT Qualifier: #60–Martin Brundle: 122.714 mph (44.885) (Record)
Fastest Lights Qualifier: #01–Charles Morgan: 110.16 mph (50) (Record)
Fastest GT Lap: #83–Geoff Brabham (118.528 mph on fourth lap) (Record)
Fastest Lights Lap: #60–Almo Coppelli (107.662 mph on 12th lap) (Record)
Lap Leaders: #63 (1-26, 75-92, 141-150); #60 (27-74, 93-140)

Mid-Ohio Sports Car Course / June 5, 1988

500-KILOMETER NISSAN GRAND PRIX OF OHIO, LEXINGTON, OHIO, 129 LAPS/309.6 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham/Tom Gloy	83	Nissan GTP-ZXT	Electramotive Engineering	GT	129	Running
2	6	Martin Brundle/John Nielsen	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	129	Running
3	4	Jan Lammers/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	129	Running
4	2	Price Cobb/James Weaver	16	Porsche 962	Blaupunkt/Dyson Racing	GT	129	Running
5	3	Bob Wollek/Mauro Baldi	67	Porsche 962	Busby Racing	GT	128	Running
6	5	Chip Robinson/Derek Bell	14	Porsche 962	Holbert Racing	GT	127	Running
7	10	Elliott Forbes-Robinson/Wally Dallenbach Jr.	52	Chevrolet Corvette GTP	Hendrick Motorsports	GT	126	Running
8	15	Michael Brockman/Steve Durst	09	Pontiac Firebird GTP	Ball Brothers Racing	GT	123	Running
9	12	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	123	Running
10	14	Gianpiero Moretti/Michael Roe	30	Buick March	Buick Momo March	GT	123	Running
11	11	Tom Pumpelly/Ruggero Melgrati/John Wood	77	Ford GTP	NTW-Dunlop Racing	GT	121	Running
12	17	Charles Morgan/Dominic Dobson	01	Pontiac Firebird	Spice Engineering	L	119	Running
13	20	Terry Visger/Jim Miller	55	Pontiac Firebird	Huffaker Racing	L	117	Running
14	22	Jim Downing/Howard Katz	63	Mazda Argo	Panasonic Mazda	L	117	Running
15	24	Hiro Matsushita/John O'Steen	70	Mazda Argo	Panasonic Mazda	L	117	Running
16	19	Bill Koll/Skeeter McKitterick	79	Pontiac Firebird	Whitehall Motorsports	L	116	Running
17	16	Scott Schubot	4	Buick Spice	S&L Racing	L	115	Running
18	23	John Schneider	19	Buick Tiga	Essex Racing	L	115	Running
19	13	Doc Bundy/Bob Stevens	15	Porsche 962	Kalagian Racing	GT	114	Running
20	27	John Higgins/Charlie Monk	43	Porsche Fabcar	MMG/Lamas Racing	L	112	Running
21	26	Uli Bieri/Guido Dacco	40	Ferrari Tiga	Gaston Andrey Racing	L	111	Running
22	18	Martino Finotto/Almo Coppelli	80	Ferrari Alba	Gaston Andrey Racing	L	98	Running
23	28	Tommy Miller/Dick Rose	38	Mazda Tiga	Borden Snack Foods	L	95	Running
24	25	Howard Cherry/Bill Adam	42	Porsche Fabcar	MMG/Lamas Racing	L	92	Out
25	7	Bob Earl/Jeff Kline	33	Pontiac Firebird GTP	Collins & Aikman	GT	69	Out
26	9	Tim McAdam/Chip Mead	8	Chevrolet Fabcar	Fabcar America Racing	GT	68	Out
27	21	Costas Los	97	Pontiac Firebird	Whitehall Motorsports	L	53	Out
28	29	David Loring/Bill Jacobson	9	Buick Tiga	Essex Racing	L	38	Out
29	8	Oscar Larrauri	3	Porsche 962	Brun Motorsports/Torno	GT	2	Out

Purse: $159,850
Winners' Share: $37,000
Time of Race: 3:05:06.566
Winning Speed: 100.351 mph
Lights Winning Speed: 92.417 mph
Margin of Victory: 13.474 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 108.061 mph (1:19.955)
Fastest Lights Qualifier: #4–Scott Schubot: 98.286 mph (1:27.907)
Fastest GT Lap: #83–Geoff Brabham (106.273 mph on 119th lap) (Record)
Fastest Lights Lap: #01–Dominic Dobson (97.572 mph on 53rd lap) (Record)
Lap Leaders: #63 (1-129)

Watkins Glen International / July 3, 1988

500-KILOMETER CAMEL CONTINENTAL GRAND PRIX, WATKINS GLEN, N.Y., 92 LAPS/310.684 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham/John Morton	83	Nissan GTP-ZXT	Electramotive Engineering	GT	92	Running
2	2	Chip Robinson/Derek Bell	14	Porsche 962	Holbert Racing	GT	92	Running
3	10	Sarel Van Der Merwe/Elliott Forbes-Robinson	52	Chevrolet Corvette GTP	Goodwrench	GT	90	Running
4	4	Bob Wollek/Mauro Baldi	67	Porsche 962	Uniroyal Goodrich	GT	89	Running
5	12	Bruce Leven/Rob Dyson	86	Porsche 962	Lake Union Air/Bayside	GT	88	Running
6	14	Steve Durst/Michael Brockman	09	Buick Spice	Ball Brothers Racing	GT	88	Running
7	13	Tim McAdam/Chip Mead	8	Chevrolet Fabcar	Fabcar America Racing	GT	87	Running
8	9	Doc Bundy/John Graham	15	Porsche 962	Kalagian Racing/Intra-Lock	GT	87	Running
9	11	Gianpiero Moretti/Michael Roe	30	Buick March	Buick Momo March	GT	86	Running

10	18	Skeeter McKitterick/Costas Los	79	Pontiac Firebird	Winters/Whitehall Motorsports	L	84	Running
11	17	Martino Finotto/Ruggero Melgrati	80	Ferrari Alba	Gaston Andrey Racing	L	84	Running
12	22	Jim Downing/Howard Katz	63	Mazda Argo	Panasonic Mazda	L	83	Running
13	3	Price Cobb/James Weaver	16	Porsche 962	Blaupunkt/Dyson Racing	GT	77	Out
14	24	Uli Bieri/Paolo Guaitamacchi	40	Ferrari Tiga	Gaston Andrey Racing	L	76	Running
15	23	Tom Hessert/David Loring	9	Buick Tiga	Essex Racing	L	69	Running
16	20	Terry Visger/Jim Miller	55	Pontiac Firebird	AC Delco/Pontiac	L	68	Running
17	7	George Francia/Pete Halsmer/Tom Pumpelly	6	Ford GTP	NTW-Dunlop Racing	GT	64	Running
18	6	Jan Lammers/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	58	Out
19	16	Charles Morgan/Dominic Dobson	01	Pontiac Firebird	Acxiom	L	54	Out
20	8	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	47	Out
21	21	Scott Schubot	4	Buick Spice	S&L Racing	L	37	Out
22	19	Jim Briody/Robert Nagel	24	Buick March	Briody Racing	GT	30	Out
23	5	Martin Brundle	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	12	Out
24	15	Tom Pumpelly	7	Ford GTP	NTW-Dunlop Racing	GT	7	Out

Purse: $191,400
Winners' Share: $66,000
Time of Race: 2:43:33.773
Winning Speed: 113.969 mph (Record)
Lights Winning Speed: 103.061 mph (Record)
Margin of Victory: 21.633 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 128.326 mph (1:34.737) (Record)
Fastest Lights Qualifier: #01–Dominic Dobson: 113.695 mph (1:46.928) (Record)
Fastest GT Lap: #83–Geoff Brabham (124.766 mph on 72nd lap) (Record)
Fastest Lights Lap: #60–Ruggero Melgrati (110.5 on 35th lap) (Record)
Lap Leaders: #63 (1-29, 72-92); #14 (30-71)

Road America / July 17, 1988

MILLER HIGH LIFE CLASSIC, ELKHART LAKE, WIS., 78 LAPS/312 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	5	Geoff Brabham/John Morton	83	Nissan GTP-ZXT	Electramotive Engineering	GT	78	Running
2	9	Chip Robinson/Derek Bell	14	Porsche 962	Holbert Racing	GT	78	Running
3	7	Price Cobb/James Weaver	16	Porsche 962	Blaupunkt/Dyson Racing	GT	78	Running
4	2	Martin Brundle/John Nielsen	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	78	Running
5	4	Jan Lammers/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	77	Running
6	6	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	75	Running
7	17	Bruce Leven/Rob Dyson	86	Porsche 962	Lake Union Air/Bayside	GT	75	Running
8	12	Tim McAdam/Chip Mead	8	Chevrolet Fabcar	Fabcar America Racing	GT	74	Running
9	8	Bernard Jourdain/John Graham	15	Porsche 962	Kalagian Racing/Intra-Lock	GT	74	Running
10	3	Sarel Van Der Merwe/Elliott Forbes-Robinson	52	Chevrolet Corvette GTP	Goodwrench	GT	72	Out
11	13	Bob Earl/Jeff Kline	33	Pontiac Firebird GTP	Collins & Aikman	GT	72	Running
12	30	Dennis Aase	98	Toyota Celica	Toyota Motor Sales	GTO	72	Running
13	27	Pete Halsmer	6	Mercury XR4Ti	Mac Tools/Stroh's L/M	GTO	71	Running
14	21	Terry Visger/Dan Marvin	55	Pontiac Firebird	AC Delco/Pontiac	L	71	Running
15	31	Willy T. Ribbs	99	Toyota Celica	Toyota Motor Sales	GTO	71	Running
16	18	Bill Koll/Skeeter McKitterick	79	Pontiac Firebird	Whitehall Motorsports	L	70	Running
17	26	Scott Pruett	11	Mercury XR4Ti	Mac/Stroh's L/M	GTO	70	Running
18	24	Jim Downing/Howard Katz	63	Mazda Argo	Panasonic Mazda	L	69	Running
19	20	Jean-Louis Ricci/Claude Ballot-Lena	97	Pontiac Firebird	Whitehall Motorsports	L	69	Running
20	42	Andy Petery/Craig Carter	90	Mercury Capri	Roush Racing	GTO	68	Running
21	32	Wally Dallenbach Jr.	5	Chevrolet Corvette	Plyvltc/Protofab Racing	GTO	68	Running
22	23	Bill Wolff/Tom Hessert	19	Buick Tiga	Essex Racing	L	68	Running
23	33	Roger Mandeville/Kelly Marsh	38	Mazda RX-7	Mandeville Auto Tech	GTO	68	Running
24	43	Greg Pickett	2	Chevrolet Corvette	Plvltc/Protofab Racing	GTO	67	Running
25	37	Dorsey Schroeder	07	Dodge Daytona	Full Time Racing	GTU	67	Running
26	36	Kal Showket	00	Dodge Daytona	Full Time Racing	GTU	66	Running
27	11	Steve Durst/Michael Brockman	09	Buick Spice	Ball Brothers Racing	GT	66	Running
28	22	Howard Cherry/Charlie Monk	42	Porsche Fabcar	MMG/Lamas Racing	L	65	Out
29	52	Amos Johnson/Dennis Shaw	71	Mazda RX-7	Team Highball	GTU	65	Running
30	34	Tom Kendall	1	Chevrolet Beretta	C and C Inc.	GTU	65	Running
31	46	Al Bacon	17	Mazda RX-7	Al Bacon Performance	GTU	64	Running
32	45	Dick Greer/Mike Mees	82	Mazda RX-7	Aspen Inn	GTU	63	Running
33	48	Rick Haynes	81	Nissan 280ZX	J&R Racing	GTU	61	Running
34	49	P.J. Jones/Johnny Unser	76	Mazda RX-7	CCR	GTO	61	Running
35	51	Jay Kjoller/Pat Mooney	72	Porsche 911	Jay Kjoller Racing	GTU	57	Running
36	15	John Grooms	36	Mazda Argo J-16	Erie Scientific Racing	L	55	Out
37	39	George Robinson/Ray Evernham	74	Pontiac Fiero	Huffaker Racing	GTU	54	Running
38	25	Tommy Miller/Dick Rose	31	Mazda Tiga	Borden Snack Foods	L	53	Running
39	19	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	50	Out
40	44	Bart Kendall/Bill Auberlen	75	Mazda RX-7	CCR	GTO	49	Out
41	29	Buzz McCall/Jack Baldwin	03	Chevrolet Camaro	Skoal Bandit	GTO	46	Out
42	41	Max Jones	02	Chevrolet Beretta	C and C Inc.	GTU	40	Out
43	14	Charles Morgan/Dominic Dobson	01	Pontiac Firebird	Spice Engineering	L	36	Out
44	16	David Loring	9	Buick Tiga	Essex Racing	L	32	Out
45	40	Morris Clement	32	Nissan 300ZX	Alderman Nissan	GTU	29	Out
46	50	Dave Kruse	92	Mercury XR4Ti	Kruse Racing	GTU	29	Out
47	53	Dennis Vitolo	06	Buick Tiga	Mtphr/Brown Racing	L	25	Out
48	28	Ruggero Melgrati	40	Ferrari Tiga	Gaston Andrey Racing	L	23	Out
49	47	Bob Leitzinger	95	Nissan 300ZX	Fast Color Images	GTU	11	Out
50	38	Chester Vincentz	91	Porsche 944	Electrodyne Performance	GTO	8	Out
51	1	Oscar Larrauri	3	Porsche 962	Brun Motorsports	GT	7	Out
52	10	Michael Roe	30	Buick March	Buick Momo March	GT	7	Out
53	35	Garth Ullom	53	Dodge Daytona	Dodge Team Shelby	GTU	4	Out

Purse: $225,500
Winners' Share: $33,000
Time of Race: 2:52:47.561
Winning Speed: 108.338 mph (Record)
Lights Winning Speed: 98.004 mph (Record)
GTO Winning Speed: 99.862 mph (Record)
GTU Winning Speed: 91.873 mph (Record)
Margin of Victory: 15.978 seconds
Fastest GT Qualifier: #3–Oscar Larrauri: 103.236 mph (2:19.487)
Fastest Lights Qualifier: #60–Ruggero Melgrati: 101.582 mph (2:21.758)
Fastest GTO Qualifier: #11–Scott Pruett: 84.336 mph (2:50.746)
Fastest GTU Qualifier: #1–Tom Kendall: 78.649 mph (3:03.091)
Fastest GT Lap: #83–Geoff Brabham (119.91 mph on 71st lap) (Record)
Fastest Lights Lap: #36–John Grooms (108.393 on 30th lap) (Record)
Fastest GTO Lap: #99–Willy T. Ribbs (107.736 mph on 18th lap) (Record)
Fastest GTU Lap: #1–Tom Kendall (99.194 mph on 33rd lap)
Lap Leaders: #3 (1); #60 (2-24); #14 (25-27, 30-49, 58-67); #83 (28-29, 50-57, 68-78)

Portland International Raceway / July 31, 1988

G.I. JOE'S CAMEL GRAND PRIX, PORTLAND, ORE., 97 LAPS/185.755 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	97	Running
2	2	John Morton	84	Nissan GTP-ZXT	Electramotive Engineering	GT	97	Running
3	6	Martin Brundle/John Nielsen	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	97	Running
4	5	Jan Lammers/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	97	Running
5	4	Price Cobb/James Weaver	16	Porsche 962	Blaupunkt/Dyson Racing	GT	96	Running
6	12	Bruce Leven	86	Porsche 962	Waste Management/Bayside	GT	95	Running
7	10	Pete Halsmer/Dominic Dobson	6	Ford GTP	Tom Milner Racing	GT	94	Running
8	13	Jim Adams	10	Porsche 962	Hotchkis Racing	GT	94	Running
9	15	Bernard Jourdain/John Graham	15	Porsche 962	Kalagian Racing/Intra-Lock	GT	93	Running
10	19	Charles Morgan	01	Pontiac Firebird	Acxiom/Pontiac	L	89	Running
11	18	Scott Schubot	4	Buick Spice	S&L Racing	L	89	Running
12	27	Tom Hessert	19	Buick Tiga	Essex Racing	L	88	Running
13	23	Jim Downing	63	Mazda Argo	Panasonic Mazda	L	88	Running

14	22	Terry Visger	55	Pontiac Firebird	AC Delco/Pontiac	L	88	Running
15	28	Don Bell	07	Pontiac Firebird	Spice Engineering/AT&T	L	87	Running
16	26	David Loring	9	Buick Tiga	Essex Racing	L	87	Running
17	20	Skeeter McKitterick	97	Pontiac Firebird	Whitehall Motorsports	L	87	Running
18	8	Chip Robinson	14	Porsche 962	Holbert Racing	GT	87	Running
19	21	Hiro Matsushita	70	Mazda Argo	Panasonic Mazda	L	83	Running
20	9	Bobby Rahal	22	Chevrolet Corvette GTP	Goodwrench	GT	45	Out
21	3	Bob Wollek	67	Porsche 962	Uniroyal Goodrich	GT	42	Out
22	25	Bill Koll	79	Pontiac Firebird	Whitehall Motorsports	L	39	Out
23	17	Jeff Kline	33	Pontiac Firebird GTP	Collins & Aikman	GT	22	Out
24	11	Gianpiero Moretti	30	Buick March	Buick Momo March	GT	20	Out
25	24	Gerald Parker	37	Pontiac Firebird	Parker Refinishing Service	L	14	Out
26	14	Tom Pumpelly	7	Ford GTP	Tom Milner Racing	GT	8	Out
27	7	Sarel Van Der Merwe	52	Chevrolet Corvette GTP	Goodwrench	GT	7	Out
28	16	Michael Brockman	09	Buick Spice	Ball Brothers Racing	GT	7	Out

Purse: $160,050
Winner's Share: $38,000
Time of Race: 1:41:26.55
Winning Speed: 109.868 mph (Record)
Lights Winning Speed: 100.756 mph (Record)
Margin of Victory: 19.29 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 118.924 mph (57.97)
Fastest Lights Qualifier: #4–Scott Schubot: 104.267 mph (1:06.119)
Fastest GT Lap: #83–Geoff Brabham (116.413 mph on second lap) (Record)
Fastest Lights Lap: #4–Scott Schubot (102.406 mph on 13th lap) (Record)
Lap Leaders: #63 (1-97)

Sears Point International Raceway / August 14, 1988

300-KILOMETER LINCOLN-MERCURY CAMEL GRAND PRIX, SONOMA, CALIF., 75 LAPS/189.225 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	75	Running
2	2	Martin Brundle/John Nielsen	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	75	Running
3	3	Jan Lammers/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	74	Running
4	5	Price Cobb/James Weaver	16	Porsche 962	Blaupunkt/Dyson Racing	GT	74	Running
5	7	Bob Wollek	67	Porsche 962	Busby Racing	GT	74	Running
6	9	Chip Robinson/Derek Bell	14	Porsche 962	Holbert Racing	GT	74	Running
7	4	Bob Earl/Jeff Kline	33	Pontiac Firebird GTP	Collins & Aikman	GT	73	Running
8	6	John Morton	84	Nissan GTP-ZXT	Electramotive Engineering	GT	73	Running
9	8	Sarel Van Der Merwe/Elliott Forbes-Robinson	52	Chevrolet Corvette GTP	Goodwrench	GT	73	Running
10	10	John Hotchkis/Jim Adams	10	Porsche 962	Hotchkis Racing	GT	72	Running
11	15	Michael Brockman	09	Buick Spice	Ball Brothers Racing	GT	71	Running
12	12	Doc Bundy/John Graham	15	Porsche 962	Kalagian Racing/Intra-Lock	GT	71	Running
13	13	Bruce Leven/Rob Dyson	86	Porsche 962	Waste Management/Bayside	GT	71	Running
14	17	Gianpiero Moretti/Scott Pruett	31	Porsche 962	Momo	GT	70	Running
15	18	Dan Marvin	55	Pontiac Firebird	AC Delco/Pontiac	L	70	Running
16	11	Dominic Dobson/Ruggero Melgrati	6	Ford GTP	Tom Milner Racing	GT	69	Running
17	20	Scott Schubot	4	Buick Spice	S&L Racing	L	68	Running
18	24	Don Bell	07	Pontiac Firebird	AT&T	L	68	Running
19	21	Charles Morgan	01	Pontiac Firebird	Acxiom/Pontiac	L	68	Running
20	23	Frank Everett	37	Pontiac Firebird	EPR Motorsports	L	68	Running
21	26	David Loring	9	Buick Tiga	Essex Racing	L	67	Running
22	25	Jim Downing	70	Mazda Argo	Panasonic Mazda	L	67	Running
23	28	Howard Katz/Hiro Matsushita	63	Mazda Argo	Panasonic Mazda	L	65	Running
24	27	Tom Hessert/Terry Visger	19	Buick Tiga	Essex Racing	L	64	Running
25	19	Costas Los	97	Pontiac Firebird	Whitehall Motorsports	L	43	Out
26	14	Tom Pumpelly/Chip Mead	7	Ford GTP	Tom Milner Racing	GT	42	Out
27	16	Michael Roe/Steve Phillips	30	Buick March	Buick Momo	GT	38	Out
28	22	Skeeter McKitterick	79	Pontiac Firebird	Whitehall Motorsports	L	22	Out

Purse: $158,800
Winner's Share: $36,000
Time of Race: 1:50:37.945
Winning Speed: 102.624 mph (Record)
Lights Winning Speed: 95.1 mph (Record)
Margin of Victory: 2.83 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 109.248 mph (1:23.139) (Record)
Fastest Lights Qualifier: #55–Dan Marvin: 100.399 mph (1:30.467) (Record)
Fastest GT Lap: #83–Geoff Brabham (106.013 mph on second lap) (Record)
Fastest Lights Lap: #55–Dan Marvin (97.274 mph on third lap) (Record)
Lap Leaders: #63 (1-31, 42-75); #60 (32-41)

San Antonio Street Circuit / September 4, 1988

3-HOUR NISSAN GRAND PRIX OF SAN ANTONIO, SAN ANTONIO, TEX., 142 LAPS/237.14 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Price Cobb/James Weaver	16	Porsche 962	Blaupunkt/Dyson Racing	GT	142	Running
2	7	Davy Jones/John Watson	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	141	Running
3	5	Bob Earl/Jeff Kline	33	Pontiac Firebird GTP	Collins & Aikman	GT	136	Running
4	10	Steve Durst/Michael Brockman	09	Buick Spice	Ball Brothers Racing	GT	136	Running
5	17	John Graham/Doc Bundy	15	Porsche 962	Kalagian Racing/Intra-Lock	GT	135	Running
6	12	Dan Marvin/Bob Lobenberg	55	Pontiac Firebird	AC Delco/Pontiac	L	131	Running
7	19	Jim Downing/Howard Katz	63	Mazda Argo	Panasonic Mazda	L	128	Running
8	23	John Higgins	43	Porsche Fabcar	MMC	L	126	Running
9	22	Bill Wolff/Tom Hessert	19	Buick Tiga	Essex Racing	L	125	Running
10	3	John Nielsen/Andy Wallace	66	Jaguar XJR-9	Castrol/Jaguar Racing	GT	121	Out
11	8	Chip Robinson/Derek Bell	14	Porsche 962	Holbert Racing	GT	115	Out
12	1	Geoff Brabham/John Morton	83	Nissan GTP-ZXT	Electramotive Engineering	GT	114	Out
13	21	Charles Vehle/Wil Henderson	93	Mazda Tiga		L	109	Running
14	20	Howard Cherry/Charlie Monk	42	Porsche Fabcar	MMC	L	106	Out
15	18	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	83	Out
16	6	Tim McAdam/Chip Mead	8	Chevrolet Fabcar	Fabcar America Racing	GT	82	Out
17	4	Sarel Van Der Merwe/Elliott Forbes-Robinson	52	Chevrolet Corvette GTP	Goodwrench	GT	74	Out
18	15	Bill Koll/Skeeter McKitterick	70	Pontiac Firebird	Whitehall Motorsports	L	71	Out
19	9	Gianpiero Moretti/Stanley Dickens	30	Porsche 962	Momo	GT	42	Out
20	16	Don Bell	07	Pontiac Firebird	AT&T	L	34	Out
21	11	Charles Morgan	01	Pontiac Firebird	Acxiom/Pontiac	L	14	Out
22	13	John Wood	7	Ford GTP	Tom Milner Racing	GT	10	Out
23	14	David Loring	9	Buick Tiga	Essex Racing	L	6	Out

Purse: $160,050
Winners' Share: $32,500
Time of Race: 3:00:33.87
Winning Speed: 78.8 mph (Record)
Lights Winning Speed: 72.517 mph
Margin of Victory: One lap, 18.77 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 92.572 mph (1:04.944) (Record)
Fastest Lights Qualifier: #01–Dominic Dobson: 85.15 mph (1:10.605) (Record)
Fastest GT Lap: #66–John Nielsen (92.89 mph on fourth lap) (Record)
Fastest Lights Lap: #55–Dan Marvin (83.362 mph on 14th lap) (Record)
Lap Leaders: #63 (1-67); #16 (68-142)

Columbus Street Circuit / October 2, 1988

COLUMBUS FORD DEALERS 500, COLUMBUS, OHIO, 81 LAPS/186.3 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	81	Running
2	19	Klaus Ludwig	85	Porsche 962	Bayside Auto Group	GT	81	Running
3	6	Bob Wollek/Mauro Baldi	67	Porsche 962	Busby Racing	GT	81	Running
4	7	Jack Baldwin/David Hobbs	76	Chevrolet Corvette GTP	Budweiser Peerless	GT	81	Running
5	8	Sarel Van Der Merwe/Elliott Forbes-Robinson	52	Chevrolet Corvette GTP	Goodwrench	GT	80	Running
6	15	Steve Durst/Michaal Brockman	09	Buick Spice	Jiffy Lube	GT	79	Running
7	1	Derek Daly	84	Nissan GTP-ZXT	Electramotive Engineering	GT	78	Running
8	9	Pete Halsmer	7	Ford Probe	Tom Milner Racing	GT	78	Running
9	14	John Hotchkis/Jim Adams	10	Porsche 962	Wynn's	GT	78	Running
10	5	Jan Lammers/Davy Jones/John Nielsen	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	77	Running
11	13	John Graham/Bernard Jourdain	15	Porsche 962	Kalagian Racing/Intra-Lock	GT	77	Running
12	22	Tom Hessert/David Loring	9	Buick Tiga	Essex Racing	L	77	Running
13	18	Gianpiero Moretti/Steve Phillips	30	Porsche 962	Momo	GT	76	Running
14	23	Jim Downing	63	Mazda Argo	Panasonic Mazda	L	76	Running
15	27	John Grooms	36	Mazda Argo	Erie Scientific	L	76	Running
16	31	Howard Katz	70	Mazda Argo	Panasonic Mazda	L	75	Running
17	26	Bill Koll/Skeeter McKitterick	79	Pontiac Firebird	Winters/Whitehall Motorsports	L	75	Running
18	11	Rob Dyson/Scott Pruett	16	Porsche 962	Blaupunkt/Dyson Racing	GT	75	Running
19	17	Tom Pompelly/John Wood	6	Ford Probe	Tom Milner Racing	GT	74	Running
20	24	Colin Trueman	01	Pontiac Firebird	Acxiom Pontiac	L	74	Running
21	34	John Higgins	42	Porsche Fabcar	White/Allen Porsche Audi	L	73	Running
22	35	Tom Miller/Dick Rose	38	Mazda Tiga	Borden Snack Foods	L	69	Running
23	28	Scott Schubot	4	Buick Spice	S&L Racing	L	67	Running
24	29	Bill Jacobson	19	Buick Tiga	Essex Racing	L	65	Running
25	10	Price Cobb/James Weaver	18	Porsche 962	Blaupunkt/Dyson Racing	GT	63	Running
26	20	Bob Earl/Jeff Kline	33	Pontiac Firebird GTP	Collins & Aikman	GT	59	Out
27	16	Tim McAdam/Jim Mead	8	Cherolet Fabcar	Fabcar America Racing	GT	57	Out
28	21	Dan Marvin	55	Pontiac Firebird	AC Delco/Pontiac	L	54	Out
29	30	Costas Los	07	Pontiac Firebird	Winters/Whitehall Motorsports	L	44	Out
30	33	Bobby Brown/Dennis Vitolo	06	Buick Tiga	Brown Racing	L	35	Out
31	4	Martin Brundle	66	Jaguar XJR-9	Castrol/Jaguar Racing	GT	23	Out
32	36	Charlie Vehle	93	Mazda Tiga	Mandeville Auto Tech	L	23	Out
33	3	Bobby Rahal	22	Chevrolet Corvette GTP	Goodwrench	GT	13	Out
34	32	Uli Bieri	40	Ferrari Tiga	Gaston Andrey Racing	L	12	Out
35	25	Claude Ballot-Lena	97	Pontiac Firebird	Winters/Whitehall Motorsports	L	8	Out
36	12	Bruce Leven	86	Porsche 962	Lake Union Air/Bayside	GT	2	Out

Purse: $143,550
Winner's Share: $26,500
Time of Race: 2:18:18.564
Winning Speed: 80.819 mph
Lights Winning Speed: 76.085 mph (Record)
Margin of Victory: 3.32 seconds
Fastest GT Qualifier: #84–Derek Daly: 91.492 mph (1:30.5)
Fastest Lights Qualifier: #55–Dan Marvin: 82.271 mph (1:40.643)
Fastest GT Lap: #83–Geoff Brabham (89.494 mph on third lap)
Fastest Lights Lap: #55–Dan Marvin (81.77 mph on 44th lap) (Record)
Lap Leaders: #83 (1-43, 47-81); #67 (44); #76 (45-46)

Del Mar Fairgrounds / October 23, 1988

2-HOUR CAMEL GRAND PRIX OF SOUTHERN CALIFORNIA, DEL MAR, CALIF., 88 LAPS/140.8 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Jan Lammers/Martin Brundle	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	88	Running
2	6	Klaus Ludwig	86	Porsche 962	Lake Union Air/Bayside	GT	88	Running
3	2	Bob Wollek	67	Porsche 962	Busby Racing	GT	88	Running
4	5	Derek Daly	84	Nissan GTP-ZXT	Electramotive Engineering	GT	88	Running
5	11	Bobby Rahal	22	Chevrolet Corvette GTP	Goodwrench	GT	86	Running
6	13	James Weaver/Price Cobb	18	Porsche 962	Blaupunkt/Dyson Racing	GT	86	Running
7	10	Massimo Sigala/Oscar Larrauri	3	Porsche 962	Brun Motorsports	GT	85	Running
8	9	Tim McAdam/Chip Mead	8	Chevrolet Fabcar	Fabcar America Racing	GT	85	Running
9	14	Dan Marvin	55	Pontiac Firebird	AC Delco/Pontiac	L	85	Running
10	19	Tom Hessert/David Loring	9	Buick Tiga	Essex Racing	L	83	Running
11	12	Steve Durst	09	Buick Spice	Jiffy Lube	GT	81	Running
12	20	Gianpiero Moretti/Steve Phillips	30	Porsche 962	Momo	GT	80	Running
13	25	Jim Downing	63	Mazda Argo	Panasonic Mazda	L	79	Running
14	17	Charles Morgan	01	Pontiac Firebird	Acxiom Pontiac	L	76	Running
15	24	Bernard Jourdain/John Graham	15	Porsche 962	Kalagian Racing	GT	76	Running
16	22	Don Bell/Skeeter McKitterick	07	Pontiac Firebird	Bell MCR Products	L	76	Running
17	8	Jack Baldwin/David Hobbs	76	Chevrolet Corvette GTP	Budweiser/Peerless Racing	GT	70	Out
18	26	Howard Katz	70	Mazda Argo	Panasonic Mazda	L	56	Out
19	18	Bill Koll	79	Pontiac Firebird	Winters/Whitehall Motorsports	L	55	Out
20	27	Al Rocca/Tomas Lopez	2	Mazda Tiga	Far Western Bank	L	54	Out
21	23	Frank Everett	37	Pontiac Firebird	Taymar, Inc.	L	54	Out
22	4	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	51	Out
23	16	Rob Dyson	16	Porsche 962	Blaupunkt/Dyson Racing	GT	41	Out
24	3	Sarel Van Der Merwe	52	Chevrolet Corvette GTP	Goodwrench	GT	31	Out
25	15	Claude Ballot-Lena	97	Pontiac Firebird	Winters/Whitehall Motorsports	L	28	Out
26	7	Jeff Kline	33	Pontiac Firebird GTP	Collins & Aikman	GT	22	Out
27	21	Bill Jacobson	19	Buick Tiga	Essex Racing	L	14	Out

Purse: $291,800
Winners' Share: $145,000
Time of Race: 2:00:57.944
Winning Speed: 69.838 mph
Lights Winning Speed: 66.753 mph
Margin of Victory: 8.484 seconds
Fastest GT Qualifier: #61–Jan Lammers: 86.579 mph (1:06.529)
Fastest Lights Qualifier: #55–Dan Marvin: 77.786 mph (1:14.049)
Fastest GT Lap: #61–Martin Brundle (83.261 mph on 70th lap)
Fastest Lights Lap: #55–Dan Marvin (77.785 mph on fourth lap)
Lap Leaders: #61 (1-35, 43-67, 82-88); #67 (36, 68-81); #66 (37-42)

1988 Champions and Award Winners

GT Champion: Geoff Brabham
Manufacturers' Champion: Porsche
Lights Champion: Tom Hessert
Lights Manufacturers' Champion: Pontiac
Mechanic of the Year: Ashley Page (Nissan)
Most Improved Driver: Scott Schubot

Daytona International Speedway / February 4-5, 1989

SUNBANK 24 AT DAYTONA, DAYTONA BEACH, FLA., 621 LAPS/2,210.76 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	12	John Andretti/Derek Bell/Bob Wollek	67	Porsche 962	Miller High Life	GT	621	Running
2	8	Price Cobb/John Nielsen/Andy Wallace/Jan Lammers	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	621	Running
3	4	Walter Brun/Hans Stuck/Oscar Larrauri	3	Porsche 962C	Brun Motorsports	GT	603	Running
4	5	Klaus Ludwig/James Weaver/Sarel Van Der Merwe	86	Porsche 962	Texaco-Havoline Star	GT	600	Running
5	10	Yoshimi Katayama/Takashi Yorino/E. Forbes-Robinson	77	Mazda 767B	Mazda Motors	GT	559	Running
6	20	Pete Halsmer/Bob Earl/Paul Stewart/Mark Martin	16	Mercury Cougar XR7	Stroh's Light	GTO	554	Running
7	23	Wally Dallenbach Jr./Dorsey Schroeder/Mark Martin	11	Mercury Cougar XR7	Stroh's Light	GTO	534	Running
8	25	Tom Hessert/Charles Morgan/John Morrison	9	Buick Tiga	Essex Racing	L	530	Running
9	30	Bob Zeeb/Jeff Purner/Bob Akin Jr.	92	Mercury Capri	Motorcraft	GTO	530	Running
10	27	Andy Petery/Les Delano/Craig Carter	90	Mercury Capri	R.D. Circuit Tech	GTO	528	Running
11	36	Roger Mandeville/Kelly Marsh/Brian Redman	38	Mazda RX-7	Mandeville Auto Tech	GTO	528	Running
12	44	Al Bacon/Robert Reed/Rod Millen	17	Mazda RX-7	Al Bacon Performance	GTU	526	Running
13	50	Bob Leitzinger/Chuck Kurtz/Butch Leitzinger	95	Nissan 240SX	Fast Color Images	GTU	517	Timing Belt
14	51	Amos Johnson/Dennis Shaw/Bob Lazier	71	Mazda RX-7	Team Highball	GTU	516	Running
15	19	Tim McAdam/Chip Mead/Bill Adam	8	Buick Fabcar	Fabcar America Racing	GT	515	Running
16	57	Peter Uria/Jack Refenning/Rusty Scott/Freddie Baker	89	Porsche 911	901 Racing	GTU	511	Running
17	24	Buzz McCall/Tom Kendall/Max Jones/Jack Baldwin	03	Chevrolet Camaro	Skoal Bandit	GTO	498	Running
18	11	B. Jourdain/Oscar Manautou/Allen Berg/Andres Contreras	64	Porsche 962	FRDM Rent-a-Car	GT	485	Fan Belt
19	61	Alex Job/Rusty Bond/Terry Wolters/Chris Kraft	62	Porsche 911	Alex Job Racing	GTU	485	Running
20	66	John Hotchkis/Jim Adams/John Hotchkis Jr.	10	Porsche 962	Wynn's	GT	483	Drive Line
21	59	Dick Greer/Mike Mees/John Finger	82	Mazda RX-7	Aspen Inn	GTU	478	Running
22	29	Uli Bieri/Paulo Guaitamacchi/Martino Finotto	40	Ferrari Tiga	Bieri Racing	L	475	Running
23	28	Scott Leibler/Dan Marvin/Mike Allison/Alan Freed	55	Pontiac Firebird	Huffaker Racing	L	471	Running
24	67	Marty Roth/Jean-Pierre Frey/Albert Naon Jr.	5	Ford Probe	Tom Milner Racing	GT	465	Running
25	37	Scott Brayton/David Cowart/Jim Fowells/Mike Meyer	26	Mazda Argo JM19	MSB Racing	L	460	Running
26	21	Scott Schubot/Linda Ludemann/John Williams	4	Buick Spice	Buick/Quaker State	L	456	Engine
27	1	G. Brabham/Chip Robinson/Arie Luyendyk/Michael Roe	83	Nissan GTP-ZXT	Electramotive Engineering	GT	453	Engine
28	6	Costas Los/Jeff Kline/Dieter Quester	33	Pontiac Spice	Old Spice Pontiac	GT	427	Engine
29	17	Steve Durst/M. Brockman/John Cochran/Tony Belcher	09	Buick Spice	Jiffy Lube	GT	426	Rear End
30	26	Jim Downing/Howard Katz/John O'Steen/John Maffucci	63	Mazda Argo JM19	Mazda	L	412	Engine
31	43	Justin Reid/Lorenzo Lamas/Buddy Lazier/John Higgins	43	Porsche Fabcar	Motorsports Marketing	L	395	Engine
32	47	Jack Engelhardt/Max Schmidt/R. Schmidt/Todd Brayton	75	Mazda Lola	Vail U.S. Ski Team	L	391	Running
33	42	Craig Rubright/Jean Paul Libert/Kermit Upton	35	Chevrolet Camaro	Budweiser Racing	GTO	360	Valve
34	56	Bill Auberlen/G. Auberlen/Cary Eisenlohr/Monte Shelton	04	Porsche 911	SP Racing/Candle	GTU	351	Engine
35	45	M. Gonzales/Tato Ferrer/Manuel Villa/Rolando Falgueras	05	Porsche Royale	Diman Racing	L	349	Engine
36	15	Bruce Leven/Rob Dyson/Dominic Dobson/John Paul Jr.	85	Porsche 962	Texaco-Havoline Star	GT	347	Piston
37	16	Jean-Louis Ricci/Claude Ballot-Lena/Frank Jelinski	0	Porsche 962	Joest Racing	GT	346	Accident
38	58	Lance Stewart/Jeff Alkazian/Ron Cortez/Chet Fillip	87	Mazda RX-7	Overton Autosport	GTU	344	Mechanical
39	49	Dale Kreider/Mark Porcaro/Jack Boxstrom/Carson Hurley	51	Buick Somerset	Caribbean Sol	GTO	341	Running
40	31	Peter Baljet/Rick Moore/Randy MacDonald	32	Buick Somerset	Oftedahl Racing	GTO	335	Running
41	48	George Robinson/Bart Kendall/Johnny Unser	74	Pontiac Fiero	Huffaker Racing	GTU	323	Valve
42	46	Tommy Johnson/Buzzy Smith/D. Seabrooke/D. Lacroix	91	Mazda Tiga	G.T. Motorsports	L	310	Engine
43	2	Davy Jones/Jan Lammers/Raul Boesel	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	288	Engine
44	40	Richard McDill/Robert Whitaker/Bill McDill	53	Chevrolet Camaro	Chateau Svrn	GTO	287	Mechanical
45	55	H.Brosnaham/K.Bupp/S.Burgner/R.Peters/M.Montgomery	94	Chevrolet Camaro	Spirit of Brandon	GTO	269	Running
46	52	Al Rocca/Tomas Lopez/Aurelio Lopez/Tony Adamowicz	28	Mazda Tiga	Far Western Bank	L	266	Cooling
47	9	Mario Andretti/Michael Andretti	68	Porsche 962	Miller High Life	GT	237	Brakes
48	35	Frank Everett/Ron Nelson/Parker Johnstone	02	Pontiac Spice	Taymar Inc.	L	229	Engine
49	53	Anthony Puleo/Kent Painter/Wayne Akers/David Donner	31	Chevrolet Camaro	A&R Auto Elec.	GTO	217	Rear End
50	13	Chris Cord/Drake Olson/Steve Bren	98	Toyota Group C	All American Racers	GT	180	Cooling
51	38	Steve Johnson/Tom Phillips/Bob Lesnett	88	Ferrari Argo	Transact, Inc.	L	165	CV Joint
52	41	Gene Whipp/Gary Smith/Jack Swanson/Daniel Urrutia	46	Chevrolet Camaro	Gulfwind Marine	GTO	160	Rear End
53	54	Joe Varde/Tommy Riggins/Kal Showket	07	Dodge Daytona	Full Time Racing	GTU	156	Engine
54	60	Reed Kryder/Zoltan Polony/Craig Shafer/Brian Goodwin	57	Nissan 300ZX	Kryderacing	GTU	142	Engine
55	18	Tom Pumpelly/Ruggero Melgrati/Jack Baldwin	6	Ford Probe	Tom Milner Racing	GT	117	Electrical
56	32	Frank Jellinek/John Grooms/John Fergus	36	Mazda Argo JM16	Erie Scientific	L	111	Accident
57	64	Chaunce Wallace/Jim Burt/Nort Northam	47	Chevrolet Camaro	C. Wallace	GTO	111	Electrical
58	22	Jerry Clinton/Les Lindley/Scott Pruett	27	Oldsmobile Cutlass	Oldsmobile	GTO	101	Engine
59	34	Fred Phillips/Ron McKay	20	Mazda Tiga	Kennedy Groves	L	92	Fuel Cell
60	14	Gianpiero Moretti/Massimo Sigala/Mauro Baldi	30	Porsche 962C	Torno-Momo	GT	80	Accident
61	3	Michael Roe	84	Nissan GTP-ZXT	Electramotive Engineering	GT	51	Brakes
62	33	Ken Bupp/Rob Peters	12	Pontiac Firebird	Bob's Speed Products	GTO	50	Rear End
63	63	Oma Kimbrough/Robert Kahn/Hoyt Overbagh	29	Chevrolet Camaro	Overbagh Motor Racing	GTO	31	Engine
64	65	Bill Bean/Mike Dow	58	Mazda Lola T616	Gary Wonzer Realty	L	19	Engine
65	39	Paul Reisman	96	Chevrolet Camaro	HRG Associates	GTO	4	Mechanical
66	62	Jay Kjoller	72	Porsche 911	Jay Kjoller	GTU	2	Clutch
67	8	Derek Daly	66	Jaguar XJR-9	Castrol/Jaguar Racing	GT	1	Accident

Purse: $342,725
Winners' Share: $71,500
Time of Race: 24:01:39.925
Winning Speed: 92.009 mph
Lights Winning Speed: 78.46 mph
GTO Winning Speed: 81.974 mph
GTU Winning Speed: 77.809 mph
Margin of Victory: One minute, 26.672 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 129.217 mph (1:39.182)
Fastest Lights Qualifier: #4–Scott Schubot: 116.766 mph (1:49.758)
Fastest GTO Qualifier: #16–Pete Halsmer: 117.371 mph (1:49.192)
Fastest GTU Qualifier: #17–Al Bacon: 105.7 mph (2:01.248)
Fastest GT Lap: #60–Jan Lammers (125.227 mph on third lap)
Fastest Lights Lap: #55–Dan Marvin (108.159 mph on 14th lap)
Fastest GTO Lap: #11–Dorsey Schroeder (113.163 mph on 106th lap)
Fastest GTU Lap: #87–Lance Stewart (102.079 mph on 30th lap)
Lap Leaders: #86 (1-89); #60 (90-115, 119-146, 151-158, 161-207, 222-250, 288); #83 (116-118, 147-150, 159-160, 208-221, 251-287, 289-443); #61 (444-455); #67 (456-621)

Miami Grand Prix Street/Road Circuit / March 5, 1989

3-HOUR NISSAN GRAND PRIX OF MIAMI, MIAMI, FLA., 131 LAPS/245.363 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham/Chip Robinson	83	Nissan GTP-ZXT	Electramotive Engineering	GT	131	Running
2	5	Price Cobb/John Nielsen	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	131	Running
3	6	Albert Naon Jr./Jeff Kline	10	Pontiac Firebird	Pontiac Firebird GTP	GT	130	Running
4	8	Chris Cord/Drake Olson	98	Toyota Group C	All American Racers	GT	128	Running
5	2	John Andretti/Bob Wollek	67	Porsche 962C	Miller High Life	GT	126	Running
6	13	Steve Durst/Michael Brockman	09	Buick Spice	Jiffy Lube/Ball Brothers	GT	125	Running
7	12	Jean-Louis Ricci/Claude Ballot-Lena/Frank Jelinski	0	Porsche 962C	Joest Racing	GT	125	Running
8	4	Klaus Ludwig/James Weaver	86	Porsche 962C	Texaco-Havoline/Bayside Motorsports	GT	123	Running
9	19	Scott Schubot	4	Buick Spice	Buick/Quaker State	L	122	Running
10	18	Jim Downing/Howard Katz	63	Mazda Argo JM19	Mazda	L	120	Running
11	14	Brent O'Neill/Steve Shelton	25	Buick Argo	North Carolina National Bank	L	120	Running
12	22	Chip Mead/Howard Cherry	42	Porsche Fabcar	Motorsports Marketing	L	118	Running
13	24	Al Rocca/Tomas Lopez	12	Mazda Tiga	Canada Shoes	L	114	Running
14	20	Dan Marvin	55	Pontiac Firebird	Huffaker Racing	L	107	CV Joint
15	23	Uli Bieri/Martino Finotto	40	Ferrari Tiga	Bieri Racing	L	101	Running
16	9	Tom Shelton/Derek Bell	62	Porsche 962	Shelton Ferrari	GT	97	Accident
17	21	John Gunn/John Lewis/John Paul Jr.	39	Chevrolet Phoenix	National Survival	GT	75	Running
18	10	Willy T. Ribbs/Juan M. Fangio II	99	Toyota Eagle 89	All American Racers	GT	72	Mechanical
19	3	Jan Lammers	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	44	Accident
20	7	Bob Earl/Costas Los	33	Pontiac Spice	Pontiac Firebird GTP	GT	43	Engine
21	16	Tom Hessert	9	Buick Spice	Essex Racing	L	41	Accident
22	11	Jim Miller	64	Chevrolet Spice SE89	MTI Vacations	GT	40	Engine
23	25	Gary Robinson/Jan Thoelke	31	BMW Gebhardt	Gebhardt Racing	L	38	Mechanical
24	17	Massimo Sigala	30	Porsche 962C	Momo/Gebhardt Racing	GT	6	Accident
25	15	Kenper Miller	79	Pontiac Firebird	Whitehall Motorsports	L	5	Mechanical

Purse: $190,050
Winners' Share: $54,500
Time of Race: 3:00:57.1
Winning Speed: 95.647 mph
Lights Winning Speed: 75.746 (Record)
Margin of Victory: 7.793 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 95.647 mph (1:10.496)
Fastest Lights Qualifier: #25–Brent O'Neill: 86.8 (1:17.682) (Record)
Fastest GT Lap: #83–Geoff Brabham (93.1 mph on 16th lap)
Fastest Lights Lap: #4–Scott Schubot (85.752 mph on 17th lap) (Record)
Lap Leaders: #83 (1-54, 86-131); #67 (55-85)

Sebring International Raceway / March 18, 1989

12 HOURS OF SEBRING CAMEL GRAND PRIX OF ENDURANCE, SEBRING, FLA., 330 LAPS/1,356.3 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham/Chip Robinson/Arie Luyendyk	83	Nissan GTP-ZXT	Electramotive Engineering	GT	330	Running
2	3	Price Cobb/John Nielsen	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	328	Running
3	6	James Weaver/Dominic Dobson	86	Porsche 962C	Texaco-Havoline	GT	320	Running
4	10	Gianpiero Moretti/Massimo Sigala/Michael Roe/D. Bell	30	Porsche 962C	Momo/Gebhardt Racing	GT	317	Running
5	7	Jean-Louis Ricci/Frank Jellinski/Bob Wollek	0	Porsche 962C	Joest Racing	GT	315	Running
6	9	John Hotchkis/Jim Adams/John Hotchkis Jr.	10	Porsche 962	Wynn's	GT	300	Running
7	19	Dan Marvin/Bob Lesnett	55	Pontiac Firebird	Huffaker Racing	L	292	Running
8	17	Wally Dallenbach Jr./Dorsey Schroeder	11	Mercury Cougar XR7	Stroh's Light/Cougar	GTO	292	Running
9	18	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	290	Running
10	15	Pete Halsmer/Bob Earl	16	Mercury Cougar XR7	Stroh's Light	GTO	288	Running
11	8	Costas Los/Jeff Kline	33	Pontiac Firebird	Monoceran	GT	285	Running
12	25	Roger Mandeville/Kelly Marsh	38	Mazda RX-7	Mandeville Auto Tech	GTO	284	Running
13	26	Andy Petery/Les Delano/Craig Carter	90	Mercury Capri	Road Circuit Tech	GTO	282	Running
14	4	Jan Lammers/Davy Jones	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	281	Running
15	38	George Robinson/Bart Kendall/Johnny Unser	74	Pontiac Fiero	Huffaker Racing	GTU	278	Running
16	46	Dick Greer/Mike Mees/John Finger	82	Mazda RX-7	Aspen Inn	GTU	273	Running
17	36	Amos Johnson/Dennis Shaw/Paul Lewis	71	Mazda RX-7	Team Highball	GTU	272	Running
18	30	Reggie Smith/Michael Dow/Monte Shalett	19	Buick Tiga	Essex Racing	L	270	Running
19	42	Peter Uria/Jack Refenning/Fred Baker	89	Porsche 911	901 Racing	GTU	268	Mechanical
20	12	Steve Durst/Michael Brockman/John Cochran	09	Buick Spice	Jiffy Lube	GT	263	Mechanical
21	27	John Higgins/Lorenzo Lamas/Charlie Monk/Chip Mead	43	Porsche Fabcar	Motorsports Marketing	L	254	Running
22	48	Jay Kjoller/Patrick Mooney/Steve Volk	72	Porsche 911	Ohio Diagnostics	GTU	248	Running
23	23	Buzz McCall/Max Jones	03	Chevrolet Camaro	Skoal Bandit	GTO	246	Running
24	21	Jim Downing/Howard Katz/John O'Steen	63	Mazda Argo JM19	Mazda	L	246	Running
25	13	Scott Schubot/Linda Ludemann/Tom Blackaller	4	Buick Spice	Buick/Quaker State	L	245	Running
26	47	Reed Kryder/John Gimble/Frank Delvecchio	57	Nissan 300ZX	Kryderacing	GTU	245	Running
27	31	Ken Bupp/Rob Peters	18	Chevrolet Camaro	Sentry Bank Equipment	GTO	244	Running
28	34	Lance Stewart/Ron Cortez	87	Mazda RX-7	Mazda/Firestone	GTU	243	Running
29	39	Bob Leitzinger/Chuck Kurtz/Butch Leitzinger	95	Nissan 240SX	Fast Color Auto Art	GTU	228	Running
30	51	Alex Job/Chris Kraft/Rusty Bond	62	Porsche 911	Alex Job Racing	GTU	225	Running
31	29	Carlos Bobeda/Al Rocca/Tomas Lopez	12	Mazda Tiga	Canada Shoes	L	225	Running
32	41	Al Bacon/Robert Reed	17	Mazda RX-7	Al Bacon Performance	GTU	216	Running
33	16	John Morton/Steve Millen	75	Nissan 300ZX	Nissan	GTO	215	Valve
34	22	Uli Bieri/Paolo Guaitamacchi/Martino Finotto	40	Ferrari Tiga	Bieri Racing	L	193	Mechanical
35	40	C. Wallace/L. Sereix/Ferdinand De Lesseps/Herve Requot	47	Chevrolet Camaro	Lion Rampant Racing	GTO	189	Running
36	52	Mike Graham/David Russell/Allan Crouch	48	BMW 325	Redline Racing	GTU	187	Mechanical
37	5	John Andretti/Bob Wollek/Derek Bell	67	Porsche 962C	Miller High Life	GT	184	Suspension
38	43	Charles Bair/Marcus Opie/Peter Morgan/Tim Morgan	44	Chevrolet Corvette	Thomas Sapp	GTO	171	Mechanical
39	11	Chris Cord/Drake Olson/Steve Bren	98	Toyota Group C	All American Racers	GT	149	Electrical
40	44	Richard McDill/Bill McDill	53	Chevrolet Camaro	Hi-Tech Coatings	GTO	146	Mechanical
41	50	Guy Church/E.J. Generotti/Louis D'Agostino	22	Mazda RX-7	Florida Fixtures	GTU	141	Transmission
42	24	Brent O'Neill/Steve Shelton	25	Buick Argo	Performance Tech	L	137	Engine
43	20	Richard Andison/Hunter Jones/John Jones	2	Chevrolet Corvette	Powell Equipment	GTO	116	Transmission
44	45	Rudy Bartling/Ray Brezinka/Fritz Hochreuter	50	Porsche 911	F. Hochreuter	GTU	115	Mechanical
45	32	Luis Mendez/Mandy Gonzalez/Tato Ferrer	68	Porsche 911	Mendez Racing	GTU	101	Gear Box
46	53	Charles Slater/Ken Brady/Norm DuPont	45	Porsche 911	Symbiosis Corporation	GTU	93	Engine
47	28	Kenny Hendrick	05	Oldsmobile Toronado	Park Auto	GTO	90	Electrical
48	49	Juan Carlos Negron/Chiqui Soldevila/Luis Gordillo	7	Mazda RX-7	Seven Up	GTU	72	Electrical
49	37	Del Russo Taylor/Mark Montgomery	42	Pontiac Firebird	Bob's Speed Products	GTO	58	Accident
50	33	Daniel Urrutia	46	Chevrolet Camaro	Team Gulfwind	GTO	20	Cooling
51	35	Bill Bean	58	Mazda Lola T616	Gary Wonzer Realty	L	19	Mechanical
52	2	Arie Luyendyk	84	Nissan GTP-ZXT	Electramotive Engineering	GT	14	Mechanical
53	14	John Gunn	39	Chevrolet Phoenix	Phoenix Race Cars	GT	10	Engine

Purse: $267,025
Winners' Share: $47,000
Time of Race: 12:01:48.381
Winning Speed: 112.742 mph (Record)
Lights Winning Speed: 99.745 mph (Record)
GTO Winning Speed: 99.623 mph
GTU Winning Speed: 94.748 mph (Record)
Margin of Victory: Two laps, one minute, 8.504 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 127.747 mph (1:55.822) (Record)
Fastest Lights Qualifier: #4–Scott Schubot: 113.657 mph (2:10.181) (Record)
Fastest GTO Qualifier: #16–Pete Halsmer: 112.275 mph (2:11.784)
Fastest GTU Qualifier: #68–Luis Mendez: 102.649 mph (2:24.141) (Record)
Fastest GT Lap: #84–Arie Luyendyk (123.53 mph on third lap) (Record)
Fastest Lights Lap: #4–Scott Schubot (108.927 on 21st lap)
Fastest GTO Lap: #75–John Morton (109.768 mph on 207th lap) (Record)
Fastest GTU Lap: #71–Amos Johnson (100.858 mph on 147th lap) (Record)
Lap Leaders: #83 (1-69, 74-88, 99-330); #61 (70-73, 89-98)

Road Atlanta / April 2, 1989

500-KILOMETER NISSAN CAMEL GRAND PRIX, BRASELTON, GA., 124 LAPS/312.48 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Geoff Brabham/Chip Robinson	83	Nissan GTP	Electramotive Engineering	GT	124	Running
2	2	Price Cobb/John Nielsen	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	124	Running
3	9	Gianpiero Moretti/Stanley Dickens	30	Porsche 962C	Momo/Gebhardt Racing	GT	119	Running
4	8	John Hotchkis/Jim Adams	10	Porsche 962	Wynn's	GT	118	Running
5	10	Scott Schubot	4	Buick Spice	S&L Racing	L	114	Running
6	14	Jim Downing/Howard Katz	63	Mazda Argo JM19	Mazda	L	112	Running
7	13	Dan Marvin	55	Pontiac Firebird	Huffaker Racing	L	112	Running
8	11	John Paul Jr./Ferdinand De Lesseps	79	Pontiac Firebird	Whitehall Motorsports	L	112	Running
9	12	Tom Hessert/Charles Morgan	9	Buick Tiga	Essex Racing	L	111	Running
10	7	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	109	Mechanical
11	16	Michael Dow/Jeff Purner	19	Buick Tiga	Essex Racing	L	106	Running
12	15	Uli Bieri/Martino Finotto	40	Ferrari Tiga	Bieri Racing	L	106	Running
13	6	Costas Los/Jeff Kline	33	Pontiac Firebird	Spice USA	GT	102	Engine
14	1	Chris Cord/Drake Olson	98	Toyota Group C	All American Racers	GT	62	Turbo
15	5	John Andretti/Bob Wollek	67	Porsche 962	Miller High Life	GT	60	Engine
16	4	Jan Lammers	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	25	Engine

Purse: $152,800
Winners' Share: $33,000
Time of Race: 2:37:48.459
Winning Speed: 118.808 mph (Record)
Lights Winning Speed: 108.469 mph (Record)
Margin of Victory: 34.346 seconds
Fastest GT Qualifier: #98–Drake Olson: 127.812 mph (1:10.979) (Record)
Fastest Lights Qualifier: #4–Scott Schubot: 116.14 mph (1:18.112) (Record)
Fastest GT Lap: #83–Geoff Brabham (125.2 mph on fifth lap) (Record)
Fastest Lights Lap: #4–Scott Schubot (111.682 mph on fourth lap) (Record)
Lap Leaders: #61 (1-10, 114-119); #98 (11-32); #83 (33-113, 120-124)

South Florida Fairgrounds / April 23, 1989

PONTIAC GRAND PRIX OF PALM BEACH, WEST PALM BEACH, FLA., 162 LAPS/262.44 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	5	John Andretti/Bob Wollek	67	Porsche 962	Miller High Life/B.F. Goodrich	GT	162	Running
2	6	Price Cobb/John Nielsen	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	162	Running
3	2	Chris Cord/Drake Olson	98	Toyota Group C	All American Racers	GT	161	Running
4	7	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	160	Running
5	3	Costas Los/Jean-Louis Ricci	33	Pontiac Firebird	Pontiac Firebird/Spice USA	GT	158	Running
6	21	Geoff Brabham/Chip Robinson	84	Nissan GTP-ZXT	Electramotive Engineering	GT	155	Running
7	12	John Hotchkis/Jim Adams	10	Porsche 962	Wynn's	GT	155	Running
8	11	Scott Schubot/Linda Ludemann	4	Buick Spice	Quaker State	L	153	Running
9	13	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	151	Running
10	17	Jim Downing/Howard Katz	63	Mazda Argo JM19	Mazda	L	149	Running
11	18	Uli Bieri/Martino Finotto	40	Ferrari Tiga	Bieri Racing	L	148	Running
12	15	Ferdinand De Lesseps/John Cochran	79	Pontiac Firebird	Whitehall	L	147	Running
13	14	Brent O'Neill/Rob Stevens	25	Buick Argo	North Carolina National Bank	L	146	Running
14	8	Gianpiero Moretti/Derek Bell	30	Porsche 962C	Momo/Gebhardt Racing	GT	143	Running
15	10	Dan Marvin	55	Pontiac Firebird	Huffaker Racing	L	87	Mechanical
16	19	Justin Reid/Michael Dow	19	Buick Tiga	Essex Racing	L	57	Engine
17	9	Jacques Villeneuve	76	Chevrolet Corvette	Peerless Automotive	GT	44	Engine
18	20	Ken Knott	01	Pontiac Firebird	Racecraft International	L	24	Electrical
19	4	Jan Lammers	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	22	Mechanical
20	16	John Gunn	39	Chevrolet Phoenix	Phoenix Race Cars	GT	5	Accident
21	1	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	4	Engine

Purse: $173,800
Winners' Share: $32,000
Time of Race: 3:00:49.972
Winning Speed: 87.077 mph (Record)
Lights Winning Speed: 82.129 mph (Record)
Margin of Victory: 22.781 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 100.917 mph (57.79) (Record)
Fastest Lights Qualifier: #55–Dan Marvin: 93.911 mph (1:02.101) (Record)
Fastest GT Lap: #67–Bob Wollek (98.808 mph on 150th lap) (Record)
Fastest Lights Lap: #4–Scott Schubot (91.18 mph on 79th lap) (Record)
Lap Leaders: #83 (1-4); #98 (5-29); #61 (30-37, 62-63, 105-116); #67 (38-61, 82-104, 117-162); #33 (64-81)

Lime Rock Park / May 29, 1989

LIME ROCK TOYOTA TRUCKS CAMEL GRAND PRIX, LIME ROCK, CONN., 150 LAPS/231 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	7	Geoff Brabham	84	Nissan GTP-ZXT	Electramotive Engineering	GT	150	Running
2	2	Jan Lammers	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	150	Running
3	8	Price Cobb/John Nielsen	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	150	Running
4	9	Chip Robinson	83	Nissan GTP-ZXT	Electramotive Engineering	GT	148	Running
5	4	Costas Los	33	Pontiac Firebird	Minolta	GT	147	Running
6	6	Rob Dyson/John Paul Jr.	16	Porsche 962	Dyson Racing	GT	145	Running
7	3	Gianpiero Moretti/Frank Jelinski	30	Porsche 962C	Momo	GT	143	Running
8	12	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	142	Running
9	10	John Hotchkis/Jim Adams	10	Porsche 962	Wynn's	GT	141	Running
10	17	Charles Morgan/Jeff Purner	9	Buick Spice	Essex Racing	L	137	Running
11	15	Tom Hessert/Jeff Purner	19	Buick Tiga	Essex Racing	L	136	Running
12	16	Jim Downing/Howard Katz	63	Mazda Argo JM19	Mazda	L	135	Running
13	1	Drake Olson	98	Toyota Group C	All American Racers	GT	134	Engine
14	13	Ferdinand De Lesseps/John Cochran	79	Pontiac Firebird	Whitehall Motorsports	L	134	Running
15	18	John Grooms/Frank Jellinek	36	Mazda Argo JM16	Erie Scientific	L	133	Running
16	22	Hendrick Ten Cate/Ken Knott	01	Pontiac Firebird	Racecraft International	L	130	Running
17	23	Jim Briody/Bruce MacInnes	24	Chevrolet March	Briody Racing	GT	123	Running
18	5	Willy T. Ribbs/Juan M. Fangio II	99	Toyota Eagle 89	All American Racers	GT	118	Mechanical
19	11	John Andretti/Bob Wollek	67	Porsche 962C	Miller High Life	GT	114	Mechanical
20	20	Dennis Kazmerowski/Peter Dawe	75	Porsche Fabcar	Promotion Motorsports	L	99	Electrical
21	19	Uli Bieri/Niki Leutwiler	40	Ferrari Tiga	Swatch Watches	L	98	Running
22	21	Michael Dow/Justin Bell	97	Pontiac Firebird	Whitehall Motorsports	L	42	Accident
23	14	Scott Schubot	4	Buick Spice	S&L Racing	L	7	Engine

Purse: $255,400
Winner's Share: $113,000
Time of Race: 2:12:28.373
Winning Speed: 104.625 mph (Record)
Lights Winning Speed: 94.836 mph (Record)
Margin of Victory: 8.517 seconds
Fastest GT Qualifier: #89–Drake Olson: 113.79 mph (48.721) (Record)
Fastest Lights Qualifier: #79–John Cochran: 86.017 mph (1:04.452) (Record)
Fastest GT Lap: #98–Drake Olson (114.262 mph on 114th lap) (Record)
Fastest Lights Lap: #79–John Cochran (101.186 mph on 82nd lap) (Record)
Lap Leaders: #98 (1-79); #84 (80-150)

Mid-Ohio Sports Car Course / June 4, 1989

NISSAN CAMEL GRAND PRIX OF OHIO, LEXINGTON, OHIO, 129 LAPS/309.6 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham/Chip Robinson	83	Nissan GTP-ZXT	Electramotive Engineering	GT	129	Running
2	4	Price Cobb/John Nielsen/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	129	Running
3	8	Gianpiero Moretti/Stanley Dickens	30	Porsche 962C	Momo	GT	126	Running
4	13	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	121	Running
5	6	Willy T. Ribbs/Juan M. Fangio II	99	Toyota Eagle 89	All American Racers	GT	120	Running
6	5	John Andretti/Bob Wollek	67	Porsche 962C	Miller High Life/B.F. Goodrich	GT	119	Mechanical
7	16	Jim Downing/Howard Katz	63	Mazda Argo JM19	Mazda	L	119	Running
8	14	Ferdinand De Lesseps/John Cochran	79	Pontiac Firebird	Whitehall Motorsports	L	119	Running
9	22	John Higgins/Tim McAdam	42	Porsche Fabcar	MMC/White-Allen Audi	L	113	Running
10	7	Costas Los/Jeff Kline	33	Pontiac Firebird	Minolta	GT	109	Mechanical
11	12	Scott Schubot	4	Buick Spice	S&L Racing	L	105	Running
12	19	Michael Dow/Jan Tingdal	19	Buick Tiga	Essex Racing	L	101	Running
13	21	Tommy Miller/Dick Rose	38	Mazda Tiga	Borden Snack Foods/Spectra Motorsports	L	97	Running
14	3	Chris Cord/Drake Olson	98	Toyota Group C	All American Racers	GT	85	Mechanical
15	17	Frank Everett/Ron Nelson	02	Pontiac Spice	Taymar Inc.	L	84	Engine
16	2	Jan Lammers	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	82	Cooling
17	9	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	70	Mechanical
18	20	Ken Knott	01	Pontiac Firebird	Racecraft International	L	40	Electrical
19	11	John Hotchkis/Jim Adams	10	Porsche 962	Wynn's	GT	37	Suspension
20	10	Jacques Villeneuve	76	Chevrolet Corvette	Peerless Automotive	GT	27	Engine
21	18	Niki Leutwiler	40	Ferrari Tiga	Swatch Watches	L	22	Mechanical
22	15	Almo Coppelli	80	Ferrari Spice	Bieri Racing	L	21	Mechanical

Purse: $157,750
Winners' Share: $36,000
Time of Race: 3:12:34.906
Winning Speed: 96.458 mph
Lights Winning Speed: 89.9 mph
Margin of Victory: 5.447 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 109.469 mph (1:18.926) (Record)
Fastest Lights Qualifier: #4–Scott Schubot: 101.418 mph (1:25.192) (Record)
Fastest GT Lap: #60–Jan Lammers (106.772 mph on 75th lap) (Record)
Fastest Lights Lap: #9–Charles Morgan (98.394 mph on 67th lap) (Record)
Lap Leaders: #83 (1-47, 51-87, 108-129); #98 (48-50); #61 (88-107)

Watkins Glen International / July 2, 1989

CAMEL CONTINENTAL, WATKINS GLEN, N.Y., 92 LAPS/310.684 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham/Chip Robinson	84	Nissan GTP-ZXT	Electramotive Engineering	GT	92	Running
2	4	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	92	Running
3	3	Juan M. Fangio II/Drake Olson	98	Toyota Group C	All American Racers	GT	92	Running
4	8	Gianpiero Moretti/Frank Jelinski	30	Porsche 962C	Momo	GT	91	Running
5	13	Jim Downing/Howard Katz	63	Mazda Argo JM19	Mazda	L	86	Running
6	17	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	86	Running
7	19	Frank Everett/Ron Nelson	02	Pontiac Spice	Taymar Inc.	L	86	Running
8	18	Uli Bieri/Niki Leutwiler	40	Ferrari Tiga	Swatch Watches	L	84	Running
9	12	Martino Finotto/David Loring	80	Ferrari Spice	Bieri Racing	L	83	Running
10	15	Jan Tingdal/Jim Martin	19	Buick Tiga	Essex Racing	L	82	Running
11	10	Jacques Villeneuve/Scott Goodyear	76	Chevrolet Corvette	Peerless Automotive	GT	81	Radiator
12	7	Costas Los/Jeff Kline	33	Pontiac Firebird	Minolta	GT	79	Running
13	5	John Andretti/Bob Wollek	67	Porsche 962C	Miller High Life	GT	69	Engine
14	11	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	61	Engine
15	9	Willy T. Ribbs/Rocky Moran	99	Toyota Eagle 89	All American Racers	GT	45	Accident
16	2	Jan Lammers	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	32	Mechanical
17	14	Ferdinand De Lesseps/John Cochran	79	Pontiac Firebird	Whitehall Motorsports	L	26	Mechanical
18	6	Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	6	Engine
19	16	Ken Knott	97	Pontiac Firebird	ASI MGF/Whitehall Motorsports	L	1	Mechanical
DNS	DNS	Geoff Brabham/Chip Robinson	83	Nissan GTP-ZXT	Electramotive Engineering	GT	0	DNS

Purse: $227,500
Winners' Share: $77,000
Time of Race: 2:57:37.192
Winning Speed: 104.949 mph
Lights Winning Speed: 97.683 mph
Margin of Victory: One minute, 11.481 seconds
Fastest GT Qualifier: #84–Chip Robinson: 126.798 mph (1:35.878)
Fastest Lights Qualifier: #4–Scott Schubot: 112.789 mph (1:47.787)
Fastest GT Lap: #98–Drake Olson (125.164 mph on sixth lap) (Record)
Fastest Lights Lap: #80–David Loring (110.459 on 68th lap)
Lap Leaders: #60 (1-3); #98 (4-31, 58-70); #84 (32-57, 71-92)

Road America / July 16, 1989

MILLER HIGH LIFE 500-KILOMETER, ELKHART LAKE, WIS., 78 LAPS/312 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Geoff Brabham/Chip Robinson	83	Nissan GTP-ZXT	Electramotive Engineering	GT	78	Running
2	2	Jan Lammers/Price Cobb	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	78	Running
3	1	John Nielsen/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	78	Running
4	5	John Andretti/Bob Wollek	68	Porsche 962C	Miller High Life/B.F. Goodrich	GT	77	Running
5	4	Juan M. Fangio II/Drake Olson	98	Toyota Group C	All American Racers	GT	77	Running
6	7	Costas Los	33	Pontiac Spice	Minolta	GT	76	Running
7	9	Gianpiero Moretti/Jean-Louis Ricci	30	Porsche 962C	Momo	GT	74	Running
8	11	John Hotchkis/Jim Adams	10	Porsche 962	Wynn's	GT	74	Running
9	10	Derek Bell/Steve Bren	67	Porsche 962C	Miller High Life/B.F. Goodrich	GT	73	Running
10	8	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	73	Running
11	12	Steve Millen	7	Nissan 300 ZX-T	Nissan	GTO	72	Running
12	14	Hurley Haywood/Scott Goodyear	5	Audi 90 Quattro	Audi of America	GTO	72	Running
13	15	Scott Schubot	4	Buick Spice	S&L Racing	L	71	Running
14	24	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	70	Running
15	27	Wally Dallenbach Jr.	11	Mercury Cougar XR-7	Stroh's Light/Cougar	GTO	70	Running
16	17	Frank Everett/Parker Johnstone	02	Pontiac Spice	Taymar Inc.	L	69	Running
17	20	Ferdinand De Lesseps/John Cochran	79	Pontiac Firebird	Whitehall Motorsports	L	69	Running
18	19	John O'Steen/John Grooms	36	Mazda Argo JM16	Erie Scientific	L	69	Running
19	21	Andy Petery/Craig Carter	90	Mercury Cougar	Road Circuit Tech	GTO	67	Running
20	30	Amos Johnson	71	Mazda MX-6GT	Team Highball	GTU	67	Running
21	32	Bob Leitzinger	95	Nissan 240SX	Fast Color Auto Art	GTU	67	Running
22	28	Uli Bieri/David Tennyson	40	Ferrari Tiga	Denon America	L	67	Running
23	34	Lance Stewart	27	Mazda RX-7	Overton Autosport	GTU	67	Running
24	35	John Hogdal/John Finger	45	Mazda RX-7	Whistler/Hoosier	GTU	65	Running
25	48	Max Schmidt/Jim Briody	24	Mazda Argo JM19	Bolle America	L	63	Running
26	44	Jay Kjoller/Patrick Mooney	72	Porsche 911	Ohio Diagnostics	GTU	63	Running
27	43	Dick Greer/Mike Mees	82	Mazda RX-7	Aspen Inn	GTU	63	Running
28	42	Reed Kryder	57	Nissan 300ZX	Kryderacing	GTU	63	Running
29	39	Jeff Alkazian/Ron Cortez	28	Mazda RX-7	Overton Autosport	GTU	61	Running
30	16	Pete Halsmer	16	Mercury Cougar XR-7	Stroh's Light/Cougar	GTO	60	Running
31	45	Daniel Osterholt	20	Chevrolet Beretta	Osterholt Racing	A	60	Running
32	26	Roger Mandeville/Kelly Marsh	38	Mazda RX-7	Mandeville Auto Tech	GTO	59	Mechanical
33	40	Robert Borders/Alan Wells/Carson Hurley	37	Chevrolet Beretta	Trak Racing Service	A	55	Mechanical
34	25	Bill Wolff/Jim Martin	19	Buick Tiga	Essex Racing	L	53	Electrical
35	23	Jim Downing/Howard Katz	63	Mazda Argo JM19	Mazda	L	53	Mechanical
36	31	Jeremy Dale	07	Dodge Daytona	Full Time Racing	GTU	53	Running
37	46	Jack Buchinger/Michael Guffey	39	Mazda RX-7		GTU	47	Running
38	22	Ken Knott/Hendrick Ten Cate	97	Pontiac Firebird	ASI MFG/Whitehall Motorsports	L	43	Engine
39	47	Linda Sharp/Dick Danielson	23	Oldsmobile Ciera		A	38	Transmission
40	29	Mike Gagliardo/Tony Kester	92	Mazda Lola T616	Nature Secret	L	35	Mechanical
41	37	Oma Kimbrough/John Vosburgh	29	Chevrolet Camaro	Milton Moser & Associates	GTO	29	Mechanical
42	36	Clay Young	18	Pontiac Grand Prix	Clay Young Racing	A	22	Engine
43	33	Kal Showket	00	Dodge Daytona	Full Time Racing	GTU	22	Engine
44	41	Paul Lewis	77	Mazda RX-7	Team Highball	GTU	20	Engine
45	13	Hans Stuck	04	Audi 90 Quattro	Audi of America	GTO	18	Accident
46	38	Mark Porcaro	41	Chevrolet Beretta	Clinton Chevrolet	A	17	Mechanical
47	6	Willy T. Ribbs	99	Toyota Eagle HF89	All American Racers	GT	15	Mechanical
48	18	Buzz McCall	03	Chevrolet Camaro	Skoal Bandit	GTO	1	Accident

Purse: $247,975
Winners' Share: $31,500
Time of Race: 2:45:36.988
Winning Speed: 113.032 mph (Record)
Lights Winning Speed: 101.009 mph (Record)
GTO Winning Speed: 104.028 mph (Record)
GTU Winning Speed: 96.008 mph (Record)
American Challenge Winning Speed: 85.013 (Record)
Margin of Victory: 8.996 seconds
Fastest GT Qualifier: #61–Davy Jones: 124.331 mph (1:55.819) (Record)
Fastest Lights Qualifier: #4–Scott Schubot: 109.415 mph (2:11.608) (Record)
Fastest GTO Qualifier: #7–Steve Millen: 110.959 mph (2:09.777) (Record)
Fastest GTU Qualifier: #71–Amos Johnson: 100.856 mph (2:22.777) (Record)
Fastest American Challenge Qualifier: #18–Clay Young: 99.631 mph (2:24.532)
Fastest GT Lap: #83–Geoff Brabham (121.643 mph on 72nd lap) (Record)
Fastest Lights Lap: #4–Scott Schubot (108.84 on sixth lap) (Record)
Fastest GTO Lap: #5–Scott Goodyear (109.314 mph on 65th lap) (Record)
Fastest GTU Lap: #07–Jeremy Dale (100.367 mph on 43rd lap)
Fastest American Challenge Lap: #18–Clay Young (98.119 mph on seventh lap)
Lap Leaders: #60 (1-21); #83 (22-27; 51-78); #61 (28-50)

Portland International Raceway / July 30, 1989

G.I. JOE'S CAMEL GRAND PRIX, PORTLAND, ORE., 94 LAPS/180.01 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Jan Lammers/Price Cobb	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	94	Running
2	2	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	94	Running
3	6	Chip Robinson	84	Nissan GTP-ZXT	Electramotive Engineering	GT	94	Running
4	3	John Nielsen/Davy Jones	61	Jaguar XJR-9	Castrol/Jaguar Racing	GT	94	Running
5	9	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	93	Running
6	7	Bob Wollek/John Andretti	67	Porsche 962C	Miller High Life/B.F. Goodrich	GT	92	Running
7	4	Rocky Moran/Willy T. Ribbs	99	Toyota Eagle HF89	All American Racers	GT	92	Running
8	10	Jochen Mass	86	Porsche 962C	Texaco-Havoline	GT	92	Running
9	12	Jim Adams	10	Porsche 962	Wynn's	GT	91	Running
10	11	Gianpiero Moretti	30	Porsche 962C	Momo	GT	91	Running
11	5	Juan M. Fangio II/Drake Olson	98	Toyota Group C	All American Racers	GT	91	Running
12	13	Bruce Leven	85	Porsche 962	Waste Management	GT	88	Running
13	20	Jim Downing/Howard Katz	63	Mazda Argo JM19	Mazda	L	84	Running
14	15	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	84	Running
15	16	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	84	Running
16	17	Ferdinand De Lesseps/John Cochran	79	Pontiac Firebird	Whitehall Motorsports	L	84	Running
17	21	David Rocha/Niki Leutwiler	55	Pontiac Firebird	Huffaker Racing	L	82	Running
18	22	Ken Knott/Hendrick Ten Cate	97	Pontiac Firebird	ASI MFG/Whitehall Motorsports	L	81	Running
19	19	Frank Everett/Parker Johnstone	02	Pontiac Spice	Taymar Inc.	L	81	Running
20	8	Costas Los	33	Pontiac Spice	Minolta	GT	79	Engine
21	23	Don Bell/George Sutcliffe	01	Pontiac Firebird	Racecraft International	L	59	Mechanical
22	18	Jan Tingdal	19	Buick Tiga	Essex Racing	L	55	Electrical
23	14	Davy Jones	66	Jaguar XJR-10	Castrol/Jaguar Racing	GT	10	Mechanical
24	24	Al Rocca	12	Chevrolet Tiga	Canada Shoes	L	6	Mechanical

Purse: $212,950
Winner's Share: $73,500
Time of Race: 1:34:11.11
Winning Speed: 114.674 mph (Record)
Lights Winning Speed: 102.476 mph (Record)
Margin of Victory: 1.58 seconds
Fastest GT Qualifier: #60–Jan Lammers: 122.125 mph (56.45) (Record)
Fastest Lights Qualifier: #4–Scott Schubot: 108.57 mph (1:03.498) (Record)
Fastest GT Lap: #61–Davy Jones (118.149 mph on 54th lap) (Record)
Fastest Lights Lap: #63–Jim Downing (106.208 mph on 41st lap) (Record)
Lap Leaders: #60 (1-52, 56-94); #83 (53-55)

Heartland Park / August 13, 1989

300-KILOMETER GRAND PRIX OF HEARTLAND PARK, TOPEKA, KAN., 75 LAPS/187.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	75	Running
2	1	Chip Robinson	84	Nissan GTP-ZXT	Electramotive Engineering	GT	75	Running
3	5	Price Cobb/Jan Lammers	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	75	Running
4	9	Drake Olson	98	Toyota Group C	All American Racers	GT	75	Running
5	2	Davy Jones/John Nielsen	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	75	Running
6	8	Costas Los	33	Pontiac Spice SE89	Minolta	GT	74	Running
7	6	Bob Wollek/John Andretti	67	Porsche 962C	Miller High Life/B.F. Goodrich	GT	74	Running
8	7	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	73	Running
9	10	Gianpiero Moretti/Frank Jelinski	30	Porsche 962C	Momo	GT	72	Running
10	11	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	69	Running
11	13	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	69	Running
12	14	Niki Leutwiler/Dan Marvin	55	Pontiac Firebird	Huffaker Racing	L	68	Running
13	17	Ken Knott/Andy Swett	97	Pontiac Firebird	ASI MFG/Whitehall Motorsports	L	67	Running
14	15	Charles Morgan/Monte Shalett	19	Buick Tiga	Essex Racing	L	67	Running
15	16	Jim Downing/Howard Katz	63	Mazda Argo JM19	Mazda	L	67	Running
16	12	Ferdinand De Lesseps/John Cochran	79	Cosworth Pontiac Spice	Whitehall Motorsports	L	64	Running
17	18	Max Schmidt/Jim Briody	26	Mazda Argo JM19	Bolle America	L	59	Running
18	4	Rocky Moran/Willy T. Ribbs	99	Toyota Eagle HF89	All American Racers	GT	58	Running
19	19	George Sutcliffe/Jorge Mendoza	01	Pontiac Firebird	Racecraft International	L	54	Running

Purse: $173,150
Winner's Share: $31,500
Time of Race: 1:58:56.521
Winning Speed: 94.584 mph (Record)
Lights Winning Speed: 86.346 mph (Record)
Margin of Victory: 23.023 seconds
Fastest GT Qualifier: #84–Chip Robinson: 98.583 mph (1:31.293) (Record)
Fastest Lights Qualifier: #4–Scott Schubot: 89.731 mph (1:40.299) (Record)
Fastest GT Lap: #61–Jan Lammers (97.508 mph on 74th lap) (Record)
Fastest Lights Lap: #9–Tom Hessert (89.82 mph on 58th lap) (Record)
Lap Leaders: #83 (1-43, 45-75); #84 (44)

San Antonio Street Circuit / September 3, 1989

2-HOUR NISSAN CAMEL GRAND PRIX OF SAN ANTONIO, SAN ANTONIO, TEX., 94 LAPS/156.98 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Chip Robinson	84	Nissan GTP-ZXT	Electramotive Engineering	GT	94	Running
2	8	Juan M. Fangio II/Drake Olson	98	Toyota Group C	All American Racers	GT	94	Running
3	9	John Andretti	68	Porsche 962C	Miller High Life/B.F. Goodrich	GT	94	Running
4	11	Gianpiero Moretti/John Paul Jr.	30	Porsche 962C	Momo	GT	93	Running
5	12	Jeff Kline	67	Porsche 962	Miller High Life/B.F. Goodrich	GT	90	Running
6	20	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	90	Running
7	15	Niki Leutwiler/David Rocha	55	Pontiac Firebird	Huffaker Racing	L	89	Running
8	13	Scott Atchison/Bernard Santal	34	Pontiac Spice GTP	SLBR	GT	89	Running
9	19	Jim Downing/David Loring	63	Mazda Kudzu	Mazda	L	89	Running
10	6	Costas Los	33	Pontiac Spice SE89	Minolta	GT	88	Running
11	16	Ferdinand De Lesseps/Jay Cochran	19	Buick Tiga	Essex Racing	L	88	Running
12	17	Brent O'Neill/Jean DeLaMoussaye	25	Buick Argo JM19	Performance Tech	L	86	Running
13	22	Tomas Lopez/Al Rocca	12	Chevrolet Tiga 287	Canada Shoes	L	86	Running
14	18	Ken Knott/Bob Lesnett	79	Cosworth Pontiac Spice	Whitehall Motorsports	L	83	Running
15	1	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	82	Engine
16	21	John Higgins/Howard Cherry	42	Porsche Fabcar	Motorsports Marketing	L	82	Running
17	14	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	81	Mechanical
18	10	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	76	Accident
19	26	Don Bell/Hendrick Ten Cate	7	Pontiac Firebird	Whitehall Motorsports	L	70	Engine
20	5	Willy T. Ribbs	99	Toyota Eagle HF89	All American Racers	GT	41	Mechanical
21	23	Fabrizio Giovanardi/Emanuele Naspetti	5	Buick Alba	Diamond House Construction	GT	37	Engine
22	4	Michael Ferte	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	28	Accident
23	7	James Weaver	86	Porsche 962C	Texaco-Havoline	GT	28	Accident
24	24	Charles Vehle	97	Mazda Tiga	DAP/Builders Square	L	26	Mechanical
25	3	Davy Jones	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	20	Engine
26	25	Howard Katz	3	Mazda Argo	Mazda	L	5	Accident

Purse: $174,600
Winner's Share: $33,000
Time of Race: 2:01:00.27
Winning Speed: 77.838 mph (Record)
Lights Winning Speed: 74.148 mph (Record)
Margin of Victory: 19.618 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 98.936 mph (1:00.766) (Record)
Fastest Lights Qualifier: #9–Charles Morgan: 87.386 mph (1:08.798) (Record)
Fastest GT Lap: #84–Chip Robinson (87.386 mph on ninth lap) (Record)
Fastest Lights Lap: #19–Jay Cochran (85.409 mph on 63rd lap) (Record)
Lap Leaders: #61 (1-19); #99 (20-30); #64 (31-38); #83 (39-81); #84 (82-94)

Sears Point International Raceway / September 10, 1989

LINCOLN-MERCURY CALIFORNIA GRAND PRIX, SONOMA, CALIF., 75 LAPS/189.225 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	75	Running
2	3	Chip Robinson	84	Nissan GTP-ZXT	Electramotive Engineering	GT	75	Running
3	5	Davy Jones/John Nielsen	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	75	Running
4	1	Price Cobb/Jan Lammers	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	75	Running
5	12	Juan M. Fangio II/Drake Olson	98	Toyota Group C	All American Racers	GT	75	Running
6	9	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	75	Running
7	4	Jochen Mass	86	Porsche 962C	Texaco-Havoline	GT	75	Running
8	11	Gianpiero Moretti/Frank Jelinski	30	Porsche 962C	Momo	GT	74	Running
9	10	Bob Wollek/Derek Bell	67	Porsche 962	Miller High Life/B.F. Goodrich	GT	74	Running
10	6	Bob Wollek/John Andretti	68	Porsche 962C	Miller High Life/B.F. Goodrich	GT	73	Running
11	15	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	71	Running
12	16	Jim Downing/Howard Katz	63	Mazda Kudzu	Mazda	L	71	Running
13	19	David Rocha/Niki Leutwiler	55	Pontiac Firebird	Huffaker Racing	L	70	Running
14	14	Rene Herzog/Mario Hytten	2	Porsche 962	Alucraft Racing/Shapiro	GT	70	Running
15	13	Bruce Canepa/Greg Pickett	6	Porsche 962	Canepa Motorsports	GT	69	Running
16	20	Don Bell/Hendrick Ten Cate	79	Cosworth Pontiac Spice	Whitehall Motorsports	L	69	Running
17	22	Ferdinand De Lesseps/Jay Cochran	19	Buick Tiga	Essex Racing	L	69	Running
18	8	Costas Los/Wayne Taylor	33	Pontiac Spice SE89	Minolta	GT	68	Mechanical
19	21	Amato Ferrar/Stefano Livio	5	Buick Alba	Diamond House Construction	GT	66	Running
20	17	Frank Everett/Parker Johnstone	02	Pontiac Firebird	Taymar Inc.	L	65	Mechanical
21	24	George Sutcliffe/Michael Dow	01	Pontiac Firebird	Racecraft International	L	65	Running
22	7	Willy T. Ribbs	99	Toyota Eagle HF89	All American Racers	GT	64	Running
23	25	Tomas Lopez/Al Rocca	12	Chevrolet Tiga 287	Canada Shoes	L	63	Running
24	18	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	63	Running
25	26	Scott Atchison/Bernard Santal	34	Pontiac Spice GTP	SLBR	GT	51	Mechanical
26	23	Russell Dotson/Rex Ramsey/Dean Hall	3	Mazda Alba	Tom Rust Racing	L	50	Gear Box

Purse: $175,700
Winner's Share: $33,000
Time of Race: 1:54:29.366
Winning Speed: 99.166 mph
Lights Winning Speed: 92.829 mph
Margin of Victory: .322 seconds
Fastest GT Qualifier: #61–Jan Lammers: 108.837 mph (1:23.453)
Fastest Lights Qualifier: #4–Scott Schubot: 100.154 mph (1:30.688)
Fastest GT Lap: #83–Geoff Brabham (105.178 mph on eighth lap)
Fastest Lights Lap: #63–Jim Downing (97.904 mph on 29th lap) (Record)
Lap Leaders: #61 (1-17); #83 (18-36, 38-75); #84 (37)

Florida State Fairgrounds / October 1, 1989

360-KILOMETER WORLD CHALLENGE OF TAMPA CAMEL GRAND PRIX, TAMPA, FLA., 117 LAPS/222.3 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	6	Price Cobb	60	Jaguar XJR-9	Castrol/Jaguar Racing	GT	117	Running
2	5	Jim Miller/Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	117	Running
3	9	Bob Wollek/John Andretti	68	Porsche 962C	Miller High Life/B.F. Goodrich	GT	117	Running
4	4	Chip Robinson	84	Nissan GTP-ZXT	Electramotive Engineering	GT	117	Running
5	12	Gianpiero Moretti/John Paul Jr.	30	Porsche 962C	Momo	GT	112	Running
6	1	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	112	Running
7	16	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	111	Running
8	14	Mario Hytten/Rene Herzog	2	Porsche 962	Alucraft Racing/Shapiro	GT	111	Running
9	2	Jan Lammers	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	110	Accident
10	11	John Winter	0	Porsche 962C	Joest Racing	GT	110	Running
11	15	Jim Downing/Howard Katz	63	Mazda Kudzu	Mazda	L	110	Running
12	13	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	109	Running
13	20	Ferdinand De Lesseps/Jay Cochran	19	Buick Tiga	Essex Racing	L	109	Running
14	21	Jim Downing/David Loring	3	Mazda Argo	Mazda	L	108	Running
15	17	Martino Finotto/Giudici Gianni	80	Ferrari Spice	Bieri Racing	L	86	Accident
16	22	George Sutcliffe/Michael Dow	01	Pontiac Spice	Racecraft International	L	86	Running
17	3	Scott Atchison/Wayne Taylor	34	Pontiac Spice GTP	SLBR	GT	82	Engine
18	7	Costas Los	33	Pontiac Spice SE89	Minolta	GT	76	Accident
19	19	Ken Knott/Rob Wilson	79	Cosworth Pontiac Spice	Whitehall Motorsports	L	70	Engine
20	8	Rocky Moran/Willy T. Ribbs	99	Toyota Eagle HF89	All American Racers	GT	60	Accident
21	18	Dan Marvin/Niki Leutwiler	55	Pontiac Firebird	Huffaker Racing	L	56	Accident
22	24	Claudio Langes/Marzio Romano	5	Buick Alba	Deblasi Racing	GT	56	Electrical
23	10	Juan M. Fangio II/Drake Olson	98	Toyota Group C	All American Racers	GT	50	Accident
24	23	Ronald Parks	7	Mazda Tiga GT285	GT Motorsports Racing	L	20	Accident

Purse: $173,750
Winner's Share: $30,500
Time of Race: 2:47:06.873
Winning Speed: 79.814 mph
Lights Winning Speed: 75.591 mph (Record)
Margin of Victory: .281 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 102.534 mph (1:06.709) (Record)
Fastest Lights Qualifier: #4–Scott Schubot: 91.67 mph (1:14.615) (Record)
Fastest GT Lap: #83–Geoff Brabham (102.415 mph on 99th lap) (Record)
Fastest Lights Lap: #63–Jim Downing (91.536 mph on sixth lap) (Record)
Lap Leaders: #83 (1-35, 57-93); #61 (36-55); #34 (56); #84 (94-110); #60 (111-117)

Del Mar Fairgrounds / October 22, 1989

2-HOUR NISSAN CAMEL GRAND PRIX OF SOUTHERN CALIFORNIA, DEL MAR, CALIF., 85 LAPS/136 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	7	Jan Lammers	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	85	Running
2	3	Geoff Brabham	83	Nissan GTP-ZXT	Electramotive Engineering	GT	85	Running
3	2	Bob Earl	64	Chevrolet Spice SE89	MTI Vacations	GT	85	Running
4	5	Willy T. Ribbs	99	Toyota Eagle HF89	All American Racers	GT	85	Running
5	8	Jochen Mass	86	Porsche 962C	Texaco-Havoline	GT	85	Running
6	12	Jean-Louis Ricci/Henry Pescarolo	0	Porsche 962C	Joest Racing	GT	84	Running
7	4	Price Cobb	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	82	Running
8	13	Stefano Livio/Enrico De Benedetti	5	Buick Alba	Diamond House Construction	GT	81	Running
9	19	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing/Buick	L	81	Running
10	17	Ferdinand De Lesseps/John Cochran	19	Buick Tiga	Essex Racing	L	81	Running
11	15	Tom Hessert/Charles Morgan	9	Buick Spice	Essex Racing	L	81	Running
12	16	Jim Downing/Howard Katz	63	Mazda Kudzu	Mazda	L	81	Running
13	14	Bob Wollek/John Andretti	67	Porsche 962	Miller High Life/B.F. Goodrich	GT	78	Running
14	22	Ken Knott/Don Bell	79	Cosworth Pontiac Spice	Whitehall Motorsports	L	71	Running
15	10	Costas Los	33	Pontiac Spice SE89	Minolta	GT	69	Accident
16	11	Jeff Kline	62	Pontiac Spice	Koll Motorsports	GT	62	Running
17	6	Chip Robinson	84	Nissan GTP-ZXT	Electramotive Engineering	GT	59	Drive Shaft
18	1	Scott Atchison/Wayne Taylor	34	Pontiac Spice GTP	SLBR/FSI	GT	53	Engine
19	18	Niki Leutwiler/David Rocha	55	Pontiac Firebird	Huffaker Racing	L	48	Accident
20	9	Frank Jelinski	00	Porsche 962	Joest Racing	GT	37	Accident
21	20	Al Rocca	12	Chevrolet Tiga 287	Canada Shoes	L	18	Accident
22	21	George Sutcliffe	01	Pontiac Firebird	Racecraft International	L	3	Engine

Purse: $307,150
Winner's Share: $182,500
Time of Race: 2:00:43.407
Winning Speed: 67.593 mph
Lights Winning Speed: 64.06 mph
Margin of Victory: 3.53 seconds

Fastest GT Qualifier: #34–Wayne Taylor: 90.831 mph (1:03.414) (Record)
Fastest Lights Qualifier: #9–Charles Morgan: 83.32 mph (1:09.131)
Fastest GT Lap: #34–Wayne Taylor (89.026 mph on seventh lap) (Record)
Fastest Lights Lap: #9–Charles Morgan (82.155 mph on 16th lap) (Record)
Lap Leaders: #34 (1-10); #64 (11-38); #86 (39); #83 (40-80); #60 (81-85)

1989 Champions and Award Winners

GT Champion: Geoff Brabham
Manufacturers' Champion: Nissan
Lights Champion: Scott Schubot
Lights Manufacturers' Champion: Buick
Mechanic of the Year: Phil Creighton (Spice #4)
Most Improved Driver: Costas Los

Daytona International Speedway / February 3, 1990

SUNBANK 24 AT DAYTONA, DAYTONA BEACH, FLA., 761 LAPS/2,709.16 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	10	Davy Jones/Jan Lammers/Andy Wallace	61	Jaguar XJR-12	Castrol/Jaguar Racing	GT	761	Running
2	9	Price Cobb/John Nielsen/Martin Brundle	60	Jaguar XJR-12	Castrol/Jaguar Racing	GT	757	Running
3	1	Dominic Dobson/Sarel Van Der Merwe/Bob Wollek	86	Porsche 962	Texaco-Havoline	GT	755	Running
4	13	Rene Herzog/Hans Stuck/Hurley Haywood/Harald Grohs	2	Porsche 962	Alucraft	GT	704	Running
5	23	Robby Gordon/Calvin Fish/Lyn St. James	15	Mercury Cougar XR7	Whistler Radar	GTO	689	Running
6	15	John Hotchkis/Jim Adams/John Hotchkis Jr.	10	Porsche 962	Wynn's	GT	688	Running
7	19	Jim Downing/Amos Johnson/John O'Steen/Pete Halsmer	63	Mazda RX-7	Mazda	GTO	671	Running
8	17	D. Schroeder/Max Jones/Robert Lappalainen/S. Pruett	11	Mercury Cougar XR7	Whistler Radar	GTO	653	Mechanical
9	28	Frank Jellinek Jr./John Grooms/Michael Greenfield	36	Mazda Argo JM16	Erie Scientific	L	642	Running
10	32	James Jaeger/Bob Schneider/Jim Stevens/R. Lappalainen	90	Mercury Capri	Escort Capri	GTO	634	Running
11	20	G. Robinson/J. Unser/P. Dallenbach/W. Dallenbach Jr.	74	Ford Mustang	74 Hunting Ranch	GTO	621	Running
12	48	Peter Uria/Bob Dotson/Jim Pace/Rusty Scott	71	Mazda RX-7	Peter Uria Racing	GTU	620	Running
13	24	D. Rocha/Oscar Manautou/A. Petery/L. Delano/C. Carter	55	Pontiac Spice	Fuji Film	L	609	Running
14	51	Alex Job/Chris Kraft/Buzz McCall/Tommy Johnson	26	Porsche 911	Border Cantina	GTU	605	Running
15	49	Dick Greer/Mike Mees/Colin Trueman	82	Mazda RX-7	Wendy's	GTU	585	Running
16	37	R. Mandeville/K. Marsh/J. Finger/L. Stewart/J. Hogdal	38	Mazda MX-6	S&L Racing	GTU	577	Running
17	18	Scott Schubot/Linda Ludemann/Tomas Lopez	4	Buick Spice	Skoal Bandit	L	544	Mechanical
18	55	Anthony Puleo/Mark Kennedy/Jerry Walsh/Kent Painter	87	Chevrolet Camaro	Puleo/Williams Racing	GTO	531	Running
19	33	Marlo Magana/Tom Hunter Jr./Kaming Ko/Ron McKay	12	Chevrolet Tiga	Carlos Bobeda Racing	L	503	Running
20	38	Steve Johnson/Gary Pierce	47	Buick Argo	Bezema Buick	L	498	Running
21	45	Joe Varde/Don Wallace/Brad Hoyt/Bob Young	43	Pontiac Fiero	JVR Engineering, Inc.	GTU	469	Engine
22	21	Ferdinand De Lesseps/John Cochran/John Morrison	9	Buick Spice	Essex Racing	L	443	Electrical
23	31	Charles Morgan/Tom Hessert/Hendrick Ten Cate	8	Buick Spice	Essex Racing	L	440	Electrical
24	22	Tim Beverly/Andy Swett/John Heinricy/Tommy Morrison	97	Pontiac Spice	Whitehall Motorsports	L	409	Running
25	6	Kevin Cogan/John Paul Jr./Mauro Baldi	67	Nissan GTP-ZXT	B.F. Goodrich/Miller High Life	GT	397	Engine
26	54	Henry Brosnaham/Steve Burgner/Robert McElheny	04	Chevrolet Camaro	Spirit of Brandon	GTO	369	Running
27	7	Raul Boesel/Al Unser Jr./Robby Unser	17	Porsche 962C	Dauer Racing	GT	360	Engine
28	2	Geoff Brabham/Chip Robinson/Derek Daly/Bob Earl	84	Nissan GTP-ZXT	Nissan Performance	GT	360	Mechanical
29	52	Reed Kryder/Henry Camferdam Jr./Alistair Oag/Phil Pate	57	Nissan 300ZX	Kryderacing	GTU	354	Engine
30	3	Geoff Brabham/Chip Robinson/Derek Daly/Bob Earl	83	Nissan GTP-ZXT	Nissan Performance	GT	327	Engine
31	41	Bill Bean/Don Abreu/Bill Wolff	58	Mazda Lola T616	Gary Wonzer Real Estate	L	322	Accident
32	27	Martino Finotto/Paolo Guaitamacchi/Loris Kessel	80	Ferrari Spice	Bieri Racing	L	306	Ignition
33	42	Kal Showket/Don Knowles/Neil Hannemann/Mike Davies	00	Dodge Daytona	Full Time Racing	GTU	280	Drive Shaft
34	50	G. Sutcliffe/M. Dow/Chris Hodgetts/Andrew Hepworth	01	Pontiac Spice	Racecraft International	L	263	Engine
35	11	Drake Olson/Rocky Moran/Juan M. Fangio II	99	Toyota Eagle 89E	All American Racers	GT	253	Mechanical
36	47	Craig Rubright/Kermit Upton/Daniel Urrutia	21	Chevrolet Camaro	Budweiser	GTO	247	Running
37	25	Ken Knott/C. Ballot-Lena/Thierry Lecerf/Tom Winters	79	Pontiac Spice	Whitehall Motorsports	L	243	Engine
38	40	John Higgins/Howard Cherry/Tim McAdam/C. Monk	42	Porsche Fabcar	Motorsports Marketing	L	242	Engine
39	53	David Duda/Bob Speakman/Mike Speakman/Jim Novatne	81	Datsun 240Z	Racers' Cafe	GTU	231	Suspension
40	36	H.Overbagh/D.Arpin/M.Montgomery/G.Church/D.Taylor	29	Chevrolet Camaro	Overbagh Motor Racing	GTO	229	Running
41	14	Gianpiero Moretti/Derek Bell/Stanley Dickens	30	Porsche 962C	Momo	GT	186	Accident
42	43	Max Schmidt/Rusty Schmidt/Jim Briody	92	Mazda Argo JM19	Promo Racing	L	176	Engine
43	26	Richard McDill/Bill McDill/Jim Burt	53	Chevrolet Camaro	Hi-Tech Racing	GTO	167	Mechanical
44	35	Bob Leitzinger/David Loring/Butch Leitzinger	95	Nissan 240SX	Fast Color Auto Art	GTU	147	Engine
45	4	Jean-Louis Ricci/Henri Pescarolo/Frank Jelinski	0	Porsche 962C	Joest Racing	GT	145	Engine
46	44	Robbie Buhl/Stuart Hayner	07	Dodge Daytona	Full Time Racing	GTU	137	Mechanical
47	8	Bernard Jourdain/Jeff Kline	33	Spice SE90C	National Panasonic	GT	90	Accident
48	46	John Hogdal/Al Bacon	37	Mazda MX-6	Mazda Motorsports	GTU	85	Engine
49	29	Paul Reisman/Bob Hebert/Richard Valentine	70	Mazda Argo	Paul Reisman Racing	L	84	Engine
50	34	Rob Segall/R. Davis/G. Payvis/Bill Cervaney/Jeff Davis	54	Chevrolet Camaro	Race Power	GTO	74	Engine
51	39	Dale Kreider/Mark Gibson/Joe Cogbill	41	Chevrolet Beretta	Young Racing	GTO	67	Engine
52	16	Pete Halsmer/Elliott Forbes-Robinson/John Morton	1	Mazda RX-7	Mazda	GTO	61	Engine
53	30	Uli Bieri/David Tennyson	40	Ferrari Tiga	Bieri Racing	L	58	Engine
54	12	Bill Adam/Richard Laporte	23	Porsche 962	DSR Motorsports	GT	43	Engine
55	51	Rob Dyson	16	Porsche 962C	Dyson Racing	GT	6	Accident

Purse: $345,950
Winners' Share: $66,000
Time of Race: 24:00:19.049
Winning Speed: 112.857 mph (Record)
Lights Winning Speed: 95.228 mph (Record)
GTO Winning Speed: 102.2 mph (Record)
GTU Winning Speed: 91.964 mph
Margin of Victory: Four laps, 54.117 seconds
Fastest GT Qualifier: #86–Bob Wollek: 131 mph (1:37.832) (Record)
Fastest Lights Qualifier: #4–Scott Schubot: 115.835 mph (1:50.64)
Fastest GTO Qualifier: #1–Pete Halsmer: 118.813 mph (1:47.867) (Record)
Fastest GTU Qualifier: #95–Bob Leitzinger: 107.463 mph (1:59.259)
Fastest GT Lap: #0–Frank Jelinski (125.901 mph on seventh lap)
Fastest Lights Lap: #80–Martino Finotto (109.431 mph on ninth lap)
Fastest GTO Lap: #1–Pete Halsmer (113.996 mph on 36th lap)
Fastest GTU Lap: #38–Roger Mandeville (104.05 mph on 12th lap)
Lap Leaders: #86 (1-5, 34-36); #0 (6-33, 37-40); #60 (41-44, 82-83, 85-87, 94-119, 147-150, 160-181, 630-664, 700-709, 738-741); #61 (45-81, 84, 88-93, 120-126, 151-159, 182-226, 268-281, 665-699, 710-737, 742-761); #83 (127-146, 227-267, 282-629)

Miami Grand Prix Street/Road Circuit / February 25, 1990

NISSAN GRAND PRIX OF MIAMI, MIAMI, FLA., 120 LAPS/224.76 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Geoff Brabham/Chip Robinson/Bob Earl	84	Nissan GTP-ZXT	Nissan Performance	GT	120	Running
2	10	Kevin Cogan/John Paul Jr.	67	Nissan GTP-ZXT	B.F. Goodrich/Miller High Life	GT	119	Running
3	6	James Weaver/Scott Pruett	16	Porsche 962C	Dyson Racing	GT	118	Running
4	11	Tomas Lopez/Fermin Velez	32	Buick Spice	Minolta/Canada Shoes	L	117	Running
5	21	Rene Herzog/Hurley Haywood	2	Porsche 962	Alucraft	GT	116	Running
6	14	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	115	Running
7	13	Bill Adam/David Seabrooke	23	Porsche 962	Rose Auto Parts	GT	115	Running
8	15	Scott Schubot/Linda Ludemann	4	Buick Spice	S&L Racing	L	115	Running
9	18	Charles Morgan/Tom Hessert	8	Buick Spice	Essex Racing	L	115	Running
10	17	David Tennyson/Calvin Fish	19	Ferrari Spice	Denon America	L	114	Running
11	20	Costas Los/Almo Coppelli	31	Audi Gebhardt 88T	Momo	GT	112	Running
12	25	Howard Katz/Ferdinand De Lesseps	9	Buick Spice	Essex Racing	L	112	Running
13	22	Ken Knott/Rob Wilson	79	Pontiac Spice	Whitehall Motorsports	L	112	Running
14	2	Drake Olson	98	Toyota Eagle	All American Racers	GT	111	Running
15	23	David Rocha/Oscar Manautou	55	Pontiac Spice	Fuji Film	L	110	Running
16	24	Uli Bieri/John Graham	40	Ferrari Tiga	Bieri Racing	L	106	Running
17	12	Derek Bell/Gianpiero Moretti/Almo Coppelli	30	Porsche 962	Momo	GT	103	Running
18	8	Rocky Moran	99	Toyota Eagle	All American Racers	GT	102	Running
19	1	Derek Daly/Bob Earl	83	Nissan GTP-ZXT	Nissan Performance	GT	98	Running

20	3	Albert Naon Jr./Bernard Jourdain	90	Chevrolet Spice	Balado Tires/Hooters	GT	88	Accident
21	5	Raul Boesel/Bob Wollek	17	Porsche 962C	Dauer Racing	GT	86	Engine
22	16	Dan Marvin/Jeff Kline	62	Pontiac Spice	Koll Motorsports	GT	85	Transmission
23	26	Max Schmidt	92	Mazda Argo JM19	Promo Racing	L	37	Gear Box
24	19	Brent O'Neill/Jean DeLaMoussaye	25	Buick Argo JM19	Performance Tech	L	37	Accident
25	7	Wayne Taylor	64	Chevrolet Spice	MTI Vacations	GT	27	Mechanical
26	9	Davy Jones	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	14	Engine

Purse: $196,000
Winners' Share: $50,500
Time of Race: 2:43:36.461
Winning Speed: 82.426 mph (Record)
Lights Winning Speed: 79.921 (Record)
Margin of Victory: One lap, 13.036 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 97.215 mph (1:09.359) (Record)
Fastest Lights Qualifier: #32–Fermin Velez: 90.429 (1:14.564) (Record)
Fastest GT Lap: #98–Drake Olson (94.561 mph on 80th lap) (Record)
Fastest Lights Lap: #32–Fermin Velez (88.676 mph on 18th lap) (Record)
Lap Leaders: #98 (1-43, 55-59); #17 (44-55, 63-85); #84 (60-62, 86-120)

Sebring International Raceway / March 17, 1990

12 HOURS OF SEBRING INTERNATIONAL CAMEL GRAND PRIX, SEBRING, FLA., 301 LAPS/1,237.11 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Derek Daly/Bob Earl	83	Nissan GTP-ZXT	Nissan Performance	GT	301	Running
2	1	Chip Robinson/Geoff Brabham/Derek Daly	84	Nissan GTP-ZXT	Nissan Performance	GT	301	Running
3	11	Davy Jones/Jan Lammers/Andy Wallace	61	Jaguar XJR-12	Castrol/Jaguar Racing	GT	301	Running
4	13	John Hotchkis/Jim Adams/John Hotchkis Jr.	10	Porsche 962	Wynn's	GT	292	Running
5	5	Kevin Cogan/John Paul Jr.	67	Nissan GTP-ZXT	B.F. Goodrich/Miller High Life	GT	286	Running
6	20	Robby Gordon/Calvin Fish/Lyn St. James	15	Mercury Cougar	Whistler Radar	GTO	278	Running
7	18	Tom Hessert/Charles Morgan	8	Buick Spice	Cherry Hill Classic Cars	L	273	Running
8	19	Dorsey Schroeder/Max Jones	11	Mercury Cougar	Whistler Radar	GTO	270	Running
9	23	Bob Lesnett/David Rocha/Bruce Qvale	55	Pontiac Firebird	Firestone	L	266	Running
10	29	David Loring/Butch Leitzinger/Chuck Kurtz	95	Nissan 240SX	Fast Color Auto Art	GTU	262	Running
11	8	Bob Wollek/John Winter/Henri Pescarolo	0	Porsche 962C	Joest Racing	GT	261	Accident
12	16	Martino Finotto/Paolo Guaitamacchi/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	261	Running
13	32	Al Bacon/Lance Stewart/John Finger	37	Mazda MX-6	Mazda Motorsports	GTU	248	Running
14	14	Raul Boesel/Hans Stuck	17	Porsche 962C	B.F. Goodrich	GT	246	Accident
15	35	Dick Greer/Mike Mees/John Hogdal	82	Mazda RX-7	Greer Racing	GTU	240	Running
16	15	Tomas Lopez/Fermin Velez/Richard Piper	32	Buick Spice	Canada Shoes/Minolta	L	239	Running
17	34	Peter Uria/Jim Pace/Bob Dotson	71	Mazda RX-7	Peter Uria Racing	GTU	232	Running
18	7	Bernard Jourdain/Tom Kendall/Albert Naon	33	Chevrolet Spice	Spice Chevrolet	GT	222	Mechanical
19	28	Brent O'Neill/Jean DeLaMoussaye/Pepe Romero	25	Buick Argo	Performance Tech	L	221	Running
20	31	Kal Showket/Don Knowles/Neil Hannemann	00	Dodge Daytona	Full Time Racing	GTU	220	Running
21	40	Reed Kryder/Alistair Oag/Frank Delvecchio	57	Nissan 300ZX	Kryderacing	GTU	215	Accident
22	33	Kelly Marsh/Al Bacon	38	Mazda MX-6	Mazda Motorsports	GTU	210	Running
23	17	Pete Halsmer/Elliott Forbes-Robinson/John Morton	1	Mazda RX-7	Mazda	GTO	209	Accident
24	41	Gary Burnett/Gary Smith/Albert Ruiz	22	Chevrolet Camaro	Carolina Racing Engines	GTO	202	Running
25	10	Drake Olson/Juan M. Fangio II	98	Toyota Eagle	All American Racers	GT	199	Suspension
26	26	Uli Bieri/John Graham/David Tennyson	40	Ferrari Tiga	Bieri Racing	L	195	Engine
27	43	Anthony Puleo/Kent Painter/Raymond Irwin	87	Chevrolet Camaro	Powertron	GTO	195	Running
28	6	Rocky Moran/Willy T. Ribbs	99	Toyota Eagle	All American Racing	GT	185	Suspension
29	39	Julian Gutierriz/Juan Vento/Luis Gordillo	09	Pontiac Fiero	Huffaker Racing	GTU	170	Running
30	46	David Russell Jr./M. Robinson/Bill Weston/John Hofstra	70	Mazda RX-7	Rising Sun Racing	GTU	154	Running
31	9	Rene Herzog/Hurley Haywood/Scott Schubot	2	Porsche 962	Alucraft	GT	151	Engine
32	25	Howard Katz/Ferdinand De Lesseps/Jay Cochran	9	Buick Spice	Essex Racing	L	150	Electrical
33	48	H. Brosnaham/S. Burgner/R. McElheny/Angel Figueras	04	Chevrolet Camaro	Spirit of Brandon	GTO	142	Running
34	22	Jim Downing/Amos Johnson/John O'Steen	63	Mazda RX-7	Mazda	GTO	137	Mechanical
35	30	Mike Davies/Stuart Hayner	07	Dodge Daytona	Full Time Racing	GTU	103	Engine
36	49	E.J. Generotti/Mark Montgomery	29	Chevrolet Camaro	Overbagh Racing	GTO	102	Mechanical

37	21	Ken Knott/Marty Hinze/Kenper Miller	79	Pontiac Firebird	Whitehall Motorsports	L	98	Engine
38	45	Don Arpin/Rex Ramsey/Mark Montgomery	12	Pontiac Firebird	General Kinetics	GTO	91	Mechanical
39	37	Craig Rubright/Kermit Upton	21	Chevrolet Camaro	Budweiser	GTO	86	Accident
40	2	Bob Wollek/Dominic Dobson/Sarel Van Der Merwe	86	Porsche 962C	Texaco-Havoline	GT	65	Engine
41	24	George Robinson/Johnny Unser/Paul Dallenbach	74	Ford Mustang	74 Hunting Ranch	GTO	61	Mechanical
42	4	Price Cobb/John Nielsen	60	Jaguar XJR-12	Castrol/Jaguar Racing	GT	56	Engine
43	47	Louis D'Agostino/Steve Kelton	90	Mazda RX-7	Florida Fixtures	GTU	49	Engine
44	42	Rudy Bartling/Werner Frank	50	Porsche 911	Rudy Bartling	GTU	45	Engine
45	12	Bill Adam/Scott Harrington	23	Porsche 962	DSR Motorsports	GT	39	Accident
46	44	Michael Graham/Cameron Worth	48	BMW 325	Redline Imported	GTU	31	Mechanical
47	27	George Sutcliffe/Richard Jones	01	Pontiac Spice	Racecraft International	L	24	Engine
48	36	Bill Bean	58	Mazda Lola T616	Gary Wonzer Real Estate	L	14	Accident
49	38	Chris Kraft	26	Porsche 911	Border Cantina	GTU	14	Accident

Purse: $288,050
Winners' Share: $60,500
Time of Race: 12:00:41.932
Winning Speed: 102.993 mph
Lights Winning Speed: 93.33 mph
GTO Winning Speed: 95.015 mph
GTU Winning Speed: 89.352 mph
Margin of Victory: One minute, 27.816 seconds
Fastest GT Qualifier: #84–Chip Robinson: 127.808 mph (1:55.767) (Record)
Fastest Lights Qualifier: #32–Fermin Velez: 116.999 mph (2:06.462) (Record)
Fastest GTO Qualifier: #1–Pete Halsmer: 113.6 mph (2:10.246) (Record)
Fastest GTU Qualifier: #95–David Loring: 105.61 mph (2:20.1) (Record)
Fastest GT Lap: #84–Geoff Brabham (124.774 mph on 283rd lap) (Record)
Fastest Lights Lap: #80–Ruggero Melgrati (111.668 on 244th lap) (Record)
Fastest GTO Lap: #1–Pete Halsmer (111.704 mph on 127th lap) (Record)
Fastest GTU Lap: #07–Stuart Hayner (103.477 mph on 33rd lap) (Record)
Lap Leaders: #86 (1-16, 20-21, 33-42); #84 (17-19, 69-78, 89-104); #17 (22, 43-68); #67 (23-32); #83 (79-88, 105-113, 123-138, 142-162, 183-231, 255-301); #0 (114-122, 139-141, 163-182, 232-254)

Road Atlanta / April 1, 1990

500-KILOMETER NISSAN GRAND PRIX OF ATLANTA, BRASELTON, GA., 124 LAPS/312.48 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Geoff Brabham/Derek Daly	83	Nissan GTP-ZXT	Nissan Performance	GT	124	Running
2	1	Price Cobb/John Nielsen	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	122	Running
3	2	Drake Olson/Juan M. Fangio II	98	Toyota Eagle	All American Racers	GT	120	Running
4	12	Gianpiero Moretti/Derek Bell	30	Porsche 962C	Momo-Gebhardt Racing	GT	118	Running
5	9	James Weaver/Hurley Haywood	16	Porsche 962C	Dyson Racing	GT	118	Running
6	16	Fermin Velez/Tomas Lopez	32	Buick Spice	Canada Shoes/Minolta	L	114	Running
7	5	Davy Jones/Jan Lammers	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	113	Running
8	8	Rocky Moran/Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	113	Running
9	10	Wayne Taylor/Jim Miller	64	Chevrolet Spice	MTI Vacations	GT	112	Running
10	18	David Tennyson/Calvin Fish	19	Ferrari Spice	Denon America	L	110	Running
11	19	Tom Hessert/Charles Morgan	8	Buick Kudzu	Cherry Hill Classic Cars	L	109	Running
12	22	Brent O'Neill/Jean DeLaMoussaye	25	Buick Argo JM19	Performance Tech	L	102	Running
13	21	George Sutcliffe/Michael Dow	01	Pontiac Spice	Racecraft International/Danka	L	89	Running
14	11	Jeff Kline/Jeff Purner	5	Pontiac Spice	Tom Milner Racing	GT	87	Engine
15	7	Kevin Cogan/John Paul Jr.	67	Nissan GTP-ZXT	Miller High Life/B.F. Goodrich	GT	86	Mechanical
16	20	Jim Downing/John Grooms	63	Mazda Kudzu	Mazmart Inc.	L	74	Transmission
17	14	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing/Carma	L	68	Mechanical
18	6	Bernard Jourdain	33	Chevrolet Spice	Spice Chevrolet	GT	35	Mechanical
19	23	Howard Katz	9	Buick Spice	California Pizza	L	22	Mechanical
20	13	Jim Adams	10	Pontiac Spice	Wynn's	GT	13	Engine
21	17	Tom Winters	79	Pontiac Spice	Whitehall Motorsports	L	5	Engine
22	3	Chip Robinson	84	Nissan GTP-ZXT	Nissan Performance	GT	1	Engine
23	15	Scott Schubot	4	Buick Spice	Infinity/S&L Racing	L	0	Electrical

Purse: $170,800
Winners' Share: $31,500
Time of Race: 2:46:58.287
Winning Speed: 112.288 mph
Lights Winning Speed: 102.123 mph
Margin of Victory: Two laps, one minute, 19.592 seconds
Fastest GT Qualifier: #61–Price Cobb: 129.531 mph (1:10.037) (Record)
Fastest Lights Qualifier: #80–Ruggero Melgrati: 115.785 mph (1:18.352)
Fastest GT Lap: #61–John Nielsen (124.564 mph on ninth lap)
Fastest Lights Lap: #80–Ruggero Melgrati (112.514 mph on fourth lap) (Record)
Lap Leaders: #61 (1-42); #98 (43); #83 (44-45, 48-124); #60 (46-47)

South Florida Fairgrounds / April 22, 1990

TOYOTA GRAND PRIX OF PALM BEACH, WEST PALM BEACH, FLA., 172 LAPS/278.64 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	5	Geoff Brabham/Derek Daly	83	Nissan GTP-ZXT	Nissan Performance	GT	172	Running
2	11	Chip Robinson/Bob Earl	1	Nissan GTP-ZXT	Nissan Performance	GT	172	Running
3	6	Price Cobb/John Nielsen	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	171	Running
4	3	Wayne Taylor/Jim Miller	64	Chevrolet Spice	MTI Vacations	GT	171	Running
5	10	Kevin Cogan/John Paul Jr.	67	Nissan GTP-ZXT	Busby Racing	GT	171	Running
6	12	John Hotchkis/Jim Adams	10	Pontiac Spice	Wynn's	GT	163	Running
7	15	Tomas Lopez/Fermin Velez	32	Buick Spice	Canada Shoes/Minolta	L	162	Running
8	17	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	160	Running
9	18	David Tennyson/Calvin Fish	19	Ferrari Spice	Denon America	L	159	Running
10	20	Tom Hessert/Charles Morgan	8	Buick Kudzu	Cherry Hills Classic Cars	L	157	Running
11	21	Howard Katz/Ferdinand De Lesseps	9	Buick Spice	California Pizza	L	153	Running
12	24	Michael Dow/George Sutcliffe	01	Buick Spice	Racecraft International	L	142	Running
13	1	Drake Olson/Juan M. Fangio II	98	Toyota Eagle	All American Racers	GT	126	Clutch
14	9	Bob Wollek/Kenny Acheson	17	Porsche 962	B.F. Goodrich	GT	125	Engine
15	4	Rocky Moran/Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	117	Mechanical
16	13	James Weaver/Hurley Haywood	16	Porsche 962C	Dyson Racing	GT	113	Suspension
17	16	Scott Schubot	4	Buick Spice	Infinity/S&L Racing	L	57	Engine
18	23	Andrew Hepworth	09	Buick Spice	Racecraft International	GT	56	Mechanical
19	2	Davy Jones	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	53	Accident
20	19	David Rocha	55	Pontiac Firebird	Huffaker Racing	L	22	Suspension
21	22	Brent O'Neill	22	Buick Argo JM19	Performance Tech	L	20	Engine
22	8	Dan Marvin	62	Pontiac Firebird	Huffaker Racing	GT	15	Accident
23	7	Tom Kendall	33	Chevrolet Spice	Spice Chevrolet	GT	7	Engine
24	14	Gianpiero Moretti	30	Porsche 962C	Momo/Gebhardt Racing	GT	4	Engine

Purse: $188,300
Winners' Share: $40,500
Time of Race: 3:00:50.446
Winning Speed: 92.448 mph (Record)
Lights Winning Speed: 86.812 mph (Record)
Margin of Victory: 43.265 seconds
Fastest GT Qualifier: #98–Drake Olson: 103.049 mph (56.594) (Record)
Fastest Lights Qualifier: #32–Fermin Velez: 96.941 mph (1:00.16) (Record)
Fastest GT Lap: #98–Drake Olson (100.344 mph on eighth lap) (Record)
Fastest Lights Lap: #32–Fermin Velez (94.123 mph on fourth lap) (Record)
Lap Leaders: #98 (1-55, 57-124); #61 (56, 126-127); #83 (125, 128-172)

Heartland Park / May 6, 1990

CAMEL GRAND PRIX OF HEARTLAND PARK, TOPEKA, KAN. , 75 LAPS/187.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	75	Running
2	3	Chip Robinson/Geoff Brabham	84	Nissan GTP-ZXT	Nissan Performance	GT	75	Running
3	5	Bernard Jourdain	75	Chevrolet Spice	Spice Chevrolet	GT	75	Running
4	4	Drake Olson	98	Toyota Eagle	All American Racers	GT	75	Running
5	7	Price Cobb/John Nielsen	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	75	Running
6	8	Davy Jones/Martin Brundle	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	73	Running
7	9	Kevin Cogan/John Paul Jr.	67	Nissan GTP-ZXT	B.F.Goodrich/Miller High Life	GT	73	Running
8	2	Bob Earl/Derek Daly	83	Nissan GTP-ZXT	Nissan Performance	GT	73	Running
9	10	Rene Herzog/Hurley Haywood	2	Porsche 962	Alucraft	L	70	Running
10	12	Scott Schubot/Linda Ludemann	4	Buick Spice	Infinity/S&L Racing	L	70	Running
11	17	Tomas Lopez/Fermin Velez	32	Buick Spice	Canada Shoes/Minolta	L	70	Running
12	11	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	69	Running
13	16	Howard Katz/Ferdinand De Lesseps	9	Buick Spice	California Pizza	L	69	Running
14	15	Charles Morgan/Tom Hessert	8	Buick Kudzu	Cherry Hill Classic Cars	L	68	Running
15	13	David Tennyson/Calvin Fish	19	Ferrari Spice	Denon America	L	67	Mechanical
16	6	Wayne Taylor	64	Chevrolet Spice	MTI Vacations	GT	41	Mechanical
17	14	David Rocha	55	Pontiac Firebird	Huffaker Racing	L	4	Mechanical

Purse: $216,950
Winner's Share: $40,500
Time of Race: 1:59:00.864
Winning Speed: 94.525 mph
Lights Winning Speed: 87.501 mph (Record)
Margin of Victory: 1.314 seconds
Fastest GT Qualifier: #64–Wayne Taylor: 99.152 mph (1:30.77)
Fastest Lights Qualifier: #80–Ruggero Melgrati: 91.862 mph (1:37.972) (Record)
Fastest GT Lap: #33–Bernard Jourdain (97.688 mph on sixth lap) (Record)
Fastest Lights Lap: #80–Ruggero Melgrati (90.89 mph on first lap) (Record)
Lap Leaders: #99 (1-75)

Lime Rock Park / May 28, 1990

TOYOTA TRUCKS LIME ROCK CAMEL GRAND PRIX, LIME ROCK, CONN., 150 LAPS/231 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Price Cobb/John Nielsen	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	150	Running
2	5	Wayne Taylor/Jim Miller	64	Chevrolet Spice	MTI Vacations	GT	149	Running
3	3	Tom Kendall/John Cochran	33	Chevrolet Spice	Spice Chevrolet	GT	149	Running
4	7	Chip Robinson/Bob Earl/Geoff Brabham	84	Nissan GTP-ZXT	Nissan Performance	GT	148	Running
5	2	Rocky Moran/Juan M. Fangio II	99	Toyota Eagle	All American Racers	L	143	Running
6	14	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	GT	142	Running
7	9	Rob Dyson/James Weaver	16	Porsche 962C	Dyson Racing	L	142	Running
8	13	Tomas Lopez/Fermin Velez	32	Buick Spice	Canada Shoes/Minolta	L	141	Running
9	16	Tom Hessert/Charles Morgan	8	Buick Kudzu	Hill Classic	L	140	Running
10	17	Jim Downing/John Grooms	63	Mazda Kudzu	Downing Atlanta, Inc.	GT	139	Running
11	11	John Hotchkis/Jim Adams	10	Spice	Wynn's Pontiac	L	138	Running
12	18	Howard Katz/Brian Bonner	9	Buick Spice	California Pizza	GT	137	Running
13	10	John Paul Jr./Kevin Cogan	67	Nissan GTP-ZXT	B.F. Goodrich	L	135	Running
14	12	Scott Schubot/Linda Ludemann	4	Buick Spice	Infinity/S&L Racing	L	128	Running
15	19	Brent O'Neill/Jean DeLaMoussaye	25	Buick Argo JM19	Performance Tech	L	128	Running
16	20	Frank Jellinek Jr./Michael Greenfield	36	Mazda Argo JM19	Erie Scientific	L	119	Running
17	21	George Sutcliffe/John Bartlett	01	Buick Spice	Racecraft International	L	112	Running
18	23	John Mirro/Thomas Sedivy	15	Mazda Tiga	Tomsed Corporation/Conmec	GT	99	Accident
19	1	Drake Olson	98	Toyota Eagle	All American Racers	L	89	Mechanical
20	22	Max Schmidt/Jim Briody	92	Mazda Argo JM19	Prudential-Bache			

21	15	David Tennyson/Calvin Fish	19	Ferrari Spice	Denon America	L	78	Engine
22	24	Paul Reisman/Bob Hebert	70	Mazda Argo JM19	Paul Reisman Racing	L	56	Running
23	8	Davy Jones	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	48	Mechanical
24	6	Derek Daly	83	Nissan GTP-ZXT	Nissan Performance	GT	36	Engine

Purse: $172,700
Winners' Share: $30,500
Time of Race: 2:15:22.71
Winning Speed: 102.38 mph
Lights Winning Speed: 96.966 mph (Record)
Margin of Victory: One lap, .697 seconds
Fastest GT Qualifier: #98–Drake Olson: 117.762 mph (47.078) (Record)
Fastest Lights Qualifier: #4–Scott Schubot: 110.008 mph (50.396) (Record)
Fastest GT Lap: #98–Drake Olson (113.837 mph on fourth lap)
Fastest Lights Lap: #32–Fermin Velez (106.697 mph on 32nd lap) (Record)
Lap Leaders: #98 (1-75, 78-99); #99 (76-77); #61 (100-150)

Mid-Ohio Sports Car Course / June 3, 1990

500-KILOMETER NISSAN CAMEL GRAND PRIX, LEXINGTON, OHIO, 129 LAPS/290.25 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham/Derek Daly	83	Nissan GTP-ZXT	Nissan Performance	GT	129	Running
2	3	Chip Robinson/Bob Earl	84	Nissan GTP-ZXT	Nissan Performance	GT	129	Running
3	10	Drake Olson	98	Toyota Eagle	All American Racers	GT	129	Running
4	9	Wayne Taylor/Jim Miller	64	Chevrolet Spice	MTI Vacations	GT	128	Running
5	2	Hurley Haywood/James Weaver	16	Porsche 962C	Dyson Racing	GT	128	Running
6	6	Colin Trueman/Albert Naon Jr.	33	Chevrolet Spice	Spice Chevrolet	GT	123	Running
7	11	John Hotchkis/Jim Adams	10	Spice	Wynn's Pontiac	GT	122	Running
8	13	Tomas Lopez/Perry McCarthy	32	Buick Spice	Canada Shoes/Minolta	L	120	Running
9	16	Charles Morgan/Tom Hessert	8	Buick Kudzu	Cherry Hill Classic Cars	L	119	Running
10	12	David Tennyson/Calvin Fish	19	Ferrari Spice	Denon America	L	119	Running
11	17	Howard Katz/Jan Tingdal	9	Buick Spice	California Pizza	L	119	Running
12	14	Scott Schubot	4	Buick Spice	Infinity/S&L Racing	L	118	Running
13	19	Brent O'Neill/Jean DeLaMoussaye	25	Buick Argo JM19	Performance Tech	L	114	Running
14	15	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	105	Running
15	7	Rocky Moran/Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	93	Suspension
16	18	George Sutcliffe/John Bartlett	01	Buick Spice	Racecraft International	L	58	Engine
17	4	Davy Jones/Price Cobb	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	45	Engine
18	8	John Paul Jr.	67	Nissan GTP-ZXT	B.F. Goodrich	GT	27	Transmission
19	5	John Nielsen	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	13	Engine

Purse: $172,900
Winners' Share: $40,500
Time of Race: 2:48:20.08
Winning Speed: 103.455 mph (Record)
Lights Winning Speed: 95.647 mph (Record)
Margin of Victory: 15.617 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 110.244 mph (1:13.473) (Record)
Fastest Lights Qualifier: #19–Calvin Fish: 100.23 mph (1:20.814) (Record)
Fastest GT Lap: #60–Davy Jones (107.327 mph on 40th lap) (Record)
Fastest Lights Lap: #80–Ruggero Melgrati (100.272 mph on fifth lap) (Record)
Lap Leaders: #83 (1-30, 44-129); #60 (31-43)

Watkins Glen International / July 1, 1990

CAMEL CONTINENTAL, WATKINS GLEN, N.Y., 92 LAPS/310.684 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Chip Robinson/Bob Earl	84	Nissan GTP-ZXT	Nissan Performance	GT	92	Running
2	5	James Weaver/Hurley Haywood	16	Porsche 962C	Dyson Racing	GT	92	Running
3	2	Davy Jones/Alain Ferte	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	91	Running
4	4	Price Cobb/John Nielsen	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	91	Running
5	19	Geoff Brabham/Derek Daly	1	Nissan GTP-ZXT	Nissan Performance	GT	91	Running
6	10	Gianpiero Moretti/Derek Bell	30	Porsche 962C	Momo-Gebhardt Racing	GT	89	Running
7	9	Paul Newman/Michael Brockman	5	Oldsmobile Spice	Tom Milner Racing	GT	88	Running
8	16	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	84	Running
9	15	Jim Downing/John Grooms	63	Mazda Kudzu	Downing/Atlanta	L	83	Running
10	17	Brian Bonner/Tom Hessert	9	Buick Spice	Exclusive Detailing	L	82	Running
11	1	Drake Olson/Juan M. Fangio II	98	Toyota Eagle	All American Racers	GT	77	Running
12	18	Uli Bieri/John Graham	40	Ferrari Alba	Bieri Racing	GT	76	Running
13	8	Wayne Taylor/Albert Naon Jr.	64	Chevrolet Spice	MTI Vacations	GT	68	Suspension
14	6	John Paul Jr./Jacques Villeneuve	67	Nissan GTP-ZXT	B.F. Goodrich	GT	64	Engine
15	13	David Tennyson/Calvin Fish	19	Ferrari Spice	Denon America	L	61	Mechanical
16	14	Tomas Lopez/Fermin Velez	32	Buick Spice	Canada Shoes/Minolta	L	51	Engine
17	7	Tom Kendall/Perry McCarthy	33	Chevrolet Spice	Spice Chevrolet	GT	48	Electrical
18	12	Charles Morgan	8	Buick Kudzu	Cherry Hill Classic Cars	L	37	Mechanical
19	11	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	28	Engine

Purse: $228,850
Winners' Share: $100,500
Time of Race: 2:42:06.203
Winning Speed: 114.995 mph (Record)
Lights Winning Speed: 104.463 mph (Record)
Margin of Victory: 57.695 seconds
Fastest GT Qualifier: #98–Drake Olson: 129.11 mph (1:34.161) (Record)
Fastest Lights Qualifier: #8–Charles Morgan: 115.589 mph (1:45.176) (Record)
Fastest GT Lap: #84–Chip Robinson (127.167 mph on 85th lap) (Record)
Fastest Lights Lap: #80–Ruggero Melgrati (115.672 on 43rd lap) (Record)
Lap Leaders: #60 (1-4, 18-37, 49-63, 69-86); #33 (5-17); #98 (38-43, 64-68); #84 (44-48, 87-92)

Sears Point International Raceway / July 15, 1990

CALIFORNIA CAMEL GRAND PRIX, SONOMA, CALIF., 75 LAPS/189.225 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	75	Running
2	7	Geoff Brabham	83	Nissan GTP-ZXT	Nissan Performance	GT	75	Running
3	3	Chip Robinson	84	Nissan GTP-ZXT	Nissan Performance	GT	75	Running
4	9	Davy Jones/Alain Ferte	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	75	Running
5	6	James Weaver	16	Porsche 962C	Dyson Racing	GT	75	Running
6	8	Price Cobb/John Nielsen	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	73	Running
7	10	John Paul Jr./Jacques Villeneuve	67	Nissan GTP-ZXT	B.F. Goodrich	L	72	Running
8	11	Tomas Lopez/Dan Marvin	32	Buick Spice	Canada Shoes/Minolta	L	70	Running
9	14	Charles Morgan/Tom Hessert	8	Buick Kudzu	Cherry Hill Classic Cars	L	70	Running
10	12	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	69	Running
11	19	Howard Katz/Brian Bonner	9	Buick Spice	Essex Racing	GT	66	Running
12	16	Michael Dow/George Sutcliffe/Bob Lesnett	09	Pontiac Spice	Racecraft International	GT	65	Engine
13	1	Perry McCarthy/John Cochran	33	Chevrolet Spice	Spice Chevrolet	L	57	Brakes
14	13	Scott Schubot/Ken Knott	4	Buick Spice	Infinity/S&L Racing	L	41	Suspension
15	20	Carlos Bobeda/Andy Evans	12	Chevrolet Tiga	Carlos Bobeda	GT	39	Engine
16	5	Drake Olson	98	Toyota Eagle	All American Racers	L	39	Accident
17	18	David Rocha/Don Bell	55	Pontiac Firebird	Fuji Film	GT	34	Transmission
18	17	Bruce Canepa	6	Porsche 962	Canepa Motorsports	GT	22	Engine
19	2	Albert Naon Jr.	64	Chevrolet Spice	MTI Vacations	L	11	Mechanical
20	15	David Tennyson	19	Ferrari Spice	Denon America			

Purse: $168,500
Winner's Share: $30,500
Time of Race: 1:57:59.243
Winning Speed: 96.226 mph
Lights Winning Speed: 91.659 mph
Margin of Victory: .322 seconds
Fastest GT Qualifier: #33–Perry McCarthy: 111.57 mph (1:21.409) (Record)
Fastest Lights Qualifier: #32–Dan Marvin: 101.98 mph (1:29.064) (Record)
Fastest GT Lap: #83–Geoff Brabham (106.784 mph on 74th lap) (Record)
Fastest Lights Lap: #32–Dan Marvin (99.577 mph on 66th lap) (Record)
Lap Leaders: #64 (1-6); #33 (7-28); #77 (29-75)

Portland International Raceway / July 29, 1990

G.I. JOE'S CAMEL GRAN PRIX PRESENTED BY NISSAN, PORTLAND, ORE., 97 LAPS/185.755 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Davy Jones	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	97	Running
2	7	Drake Olson	98	Toyota Eagle	All American Racers	GT	97	Running
3	9	Wayne Taylor	64	Chevrolet Spice	MTI Vacations	GT	97	Running
4	5	Chip Robinson	84	Nissan GTP-ZXT	Nissan Performance	GT	96	Running
5	8	John Paul Jr.	67	Nissan GTP-ZXT	B.F. Goodrich	GT	96	Running
6	12	Dan Marvin/David Rocha	92	Pontiac Firebird	Huffaker Racing	GT	93	Running
7	4	John Cochran/Perry McCarthy	33	Chevrolet Spice	Spice Chevrolet	GT	87	Engine
8	14	Tomas Lopez/Parker Johnstone	32	Buick Spice	Canada Shoes/Minolta	L	87	Running
9	10	James Weaver	16	Porsche 962C	Dyson Racing	GT	87	Running
10	17	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	87	Running
11	19	Charles Morgan/Brian Bonner	9	Buick Spice	Exclusive Detailing	L	86	Running
12	16	David Tennyson/David Loring	19	Ferrari Spice	Denon America	L	85	Running
13	3	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	83	Running
14	20	Carlos Bobeda/Andy Evans	12	Chevrolet Tiga	Carlos Bobeda Racing	L	76	Running
15	1	Geoff Brabham	83	Nissan GTP-ZXT	Nissan Performance	GT	48	Engine
16	13	Gianpiero Moretti	30	Porsche 962C	Momo-Gebhardt Racing	GT	47	Mechanical
17	11	Jim Adams	10	Pontiac Spice	Wynn's	GT	44	Engine
18	15	Tom Hessert	8	Buick Kudzu	Cherry Hill Classic Cars	L	26	Transmission
19	18	Ken Knott	4	Buick Spice	Infinity/S&L Racing	L	17	Accident
20	6	John Nielsen	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	13	Engine

Purse: $200,600
Winner's Share: $70,500
Time of Race: 1:37:33.74
Winning Speed: 114.238 mph (Record)
Lights Winning Speed: 102.187 mph (Record)
Margin of Victory: 28.155 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 122.071 mph (56.475)
Fastest Lights Qualifier: #32–Parker Johnstone: 110.743 mph (1:02.252) (Record)
Fastest GT Lap: #60–Davy Jones (116.906 mph on 14th lap)
Fastest Lights Lap: #80–Ruggero Melgrati (106.999 mph on first lap) (Record)
Lap Leaders: #60 (1-47, 55-97); #67 (48); #99 (49); #98 (50-54)

Road America / August 19, 1990

NISSAN CAMEL GRAND PRIX OF ROAD AMERICA, ELKHART LAKE, WIS., 39 LAPS/156 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham	83	Nissan GTP-ZXT	Nissan Performance	GT	39	Running
2	3	Davy Jones	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	39	Running
3	7	Juan M. Fangio II	98	Toyota Eagle	All American Racers	GT	39	Running
4	5	James Weaver	16	Porsche 962C	Dyson Racing	GT	39	Running
5	10	John Paul Jr.	67	Nissan GTP-ZXT	B.F. Goodrich	GT	39	Running
6	4	John Nielsen	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	38	Running
7	6	Jay Cochran	33	Chevrolet Spice	Spice Chevrolet	GT	38	Running
8	9	Wayne Taylor	64	Chevrolet Spice	MTI Vacations	GT	38	Running
9	2	Chip Robinson	84	Nissan GTP-ZXT	Nissan Performance	GT	37	Running
10	8	Rocky Moran	99	Toyota Eagle	All American Racers	GT	37	Running
11	13	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	El Charro	L	35	Running
12	12	Tomas Lopez/Parker Johnstone	32	Buick Spice	Canada Shoes/Minolta	L	35	Running
13	14	Ken Knott/Jim Pace	4	Buick Spice	Infinity/S&L Racing	L	34	Running
14	17	Howard Katz/Brian Bonner	9	Buick Spice	Exclusive Detailing	L	34	Running
15	18	Frank Jellinek Jr./John Grooms	36	Mazda Argo JM19	Erie Scientific	L	33	Running
16	15	David Tennyson	19	Ferrari Spice	Denon America	L	21	Mechanical
17	19	Max Schmidt	92	Mazda Argo JM19	Promo Racing	L	18	Electrical
18	11	John Hotchkis	10	Pontiac Spice	Wynn's	GT	11	Engine
19	16	Tom Hessert	8	Buick Kudzu	Cherry Hill Classic Cars	L	3	Electrical

Purse: $168,175
Winner's Share: $40,500
Time of Race: 1:22:45.044
Winning Speed: 113.111 mph (Record)
Lights Winning Speed: 100.788 mph (Record)
Margin of Victory: 22.932 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 125.426 mph (1:54.808) (Record)
Fastest Lights Qualifier: #32–Parker Johnstone: 111.834 mph (2:08.762) (Record)
Fastest GT Lap: #83–Geoff Brabham (124.382 mph on 19th lap) (Record)
Lap Leaders: #60 (1-24, 27-31); #83 (25-26; 32-39)

San Antonio Street Circuit / September 2, 1990

NISSAN GRAND PRIX OF SAN ANTONIO, SAN ANTONIO, TEX., 98 LAPS/163.66 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	11	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	98	Running
2	9	Chip Robinson	84	Nissan GTP-ZXT	Nissan Performance	GT	98	Running
3	1	Geoff Brabham	83	Nissan GTP-ZXT	Nissan Performance	GT	98	Running
4	8	Drake Olson	98	Toyota Eagle	All American Racers	GT	97	Running
5	7	James Weaver	16	Porsche 962C	Dyson Racing	GT	96	Running
6	10	Michael Brockman/Scott Sharp	5	Oldsmobile Spice	Milner Racing/Newman-Sharp	GT	91	Mechanical
7	15	Tomas Lopez/Parker Johnstone	32	Buick Spice	Canada Shoes/Minolta	L	91	Running
8	19	Ken Knott/Aurelio Lopez	4	Buick Spice	Infinity/S&L Racing	L	91	Running
9	6	John Paul Jr.	67	Nissan GTP-ZXT	B.F. Goodrich	GT	90	Accident
10	13	Tom Hessert/Charles Morgan	8	Buick Kudzu	Cherry Hill Classic Cars	L	90	Running
11	20	Greg Gallaspy/C.T. Hancock/George Sutcliffe	01	Buick Spice	Builders Square	L	82	Running
12	18	David Rocha/Dan Marvin	59	Pontiac Spice	Taco Bell	L	80	Running
13	16	David Loring/Fermin Velez	19	Ferrari Spice	Denon America	L	75	Running
14	4	Price Cobb	6	Jaguar XJR-10	Castrol/Jaguar Racing	L	71	Mechanical
15	14	Ruggero Melgrati	80	Ferrari Spice	El Charro	L	47	Accident
16	17	Brian Bonner	9	Buick Spice	Exclusive Detailing	L	42	CV Joint
17	5	Perry McCarthy	33	Chevrolet Spice	Spice Chevrolet	GT	36	Engine
18	12	Jim Adams	10	Pontiac Spice	Wynn's	GT	35	Mechanical
19	3	Wayne Taylor	64	Chevrolet Spice	MTI Vacations	GT	35	Electrical
20	2	Davy Jones	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	3	Accident

Purse: $168,300
Winner's Share: $30,000
Time of Race: 2:00:17.718
Winning Speed: 81.629 mph (Record)
Lights Winning Speed: 75.343 mph (Record)
Margin of Victory: 18.322 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 94.261 mph (1:03.78)
Fastest Lights Qualifier: #80–Charles Morgan: 94.261 mph (1:09.361)
Fastest GT Lap: #64–Wayne Taylor (98.956 mph on 29th lap) (Record)
Fastest Lights Lap: #80–Ruggero Melgrati (91.677 mph on second lap) (Record)
Lap Leaders: #83 (1-23, 34-83); #84 (24-32, 89-90); #33 (33); #16 (84-88); #99 (91-98)

Tampa International Raceway / September 30, 1990

360-KILOMETER WORLD CHALLENGE OF TAMPA CAMEL GRAND PRIX, TAMPA, FLA., 110 LAPS/209 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	6	James Weaver	16	Porsche 962C	Dyson Racing	GT	110	Running
2	1	Chip Robinson	84	Nissan GTP-ZXT	Nissan Performance	GT	110	Running
3	9	John Paul Jr.	67	Nissan GTP-ZXT	B.F. Goodrich	GT	109	Running
4	7	John Nielsen	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	109	Running
5	2	Geoff Brabham	83	Nissan GTP-ZXT	Nissan Performance	GT	109	Running
6	3	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	107	Running
7	13	Gianpiero Moretti/Derek Bell	30	Porsche 962C	Momo-Gebhardt Racing	GT	105	Running
8	17	Martino Finotto/Ruggero Melgrati	19	Ferrari Spice	Denon America	L	101	Running
9	14	Tomas Lopez/Fermin Velez	32	Buick Spice	Canada Shoes/Minolta	L	100	Running
10	19	Brian Bonner/Jan Tingdal	9	Buick Spice	Exclusive Detailing	L	99	Running
11	16	Tom Hessert/Charles Morgan	8	Buick Kudzu	Cherry Hill Classic Cars	L	97	Running
12	4	Davy Jones	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	89	Mechanical
13	12	George Sutcliffe/Bob Lesnett	95	Pontiac Spice	Racecraft International	GT	75	Gear Box
14	20	Jean DeLaMoussaye/Brent O'Neill	25	Buick Argo	Performance Tech	L	72	Electrical
15	11	Drake Olson/Rocky Moran	98	Toyota Eagle	All American Racers	GT	64	Mechanical
16	15	Pierre Chauvet	02	Cosworth Ada	EMCO & Virgin	GT	46	Accident
17	5	Wayne Taylor	64	Chevrolet Spice	MTI Vacations	GT	37	Engine
18	18	Ken Knott	4	Buick Spice	Infinity/S&L Racing	L	22	Accident
19	10	Scott Sharp	5	Oldsmobile Spice	Computer Rental	GT	20	Mechanical
20	8	Jay Cochran	33	Chevrolet Spice	Spice Chevrolet	GT	18	Accident

Purse: $228,700
Winner's Share: $90,500
Time of Race: 2:20:03.109
Winning Speed: 89.538 mph (Record)
Lights Winning Speed: 82.133 mph (Record)
Margin of Victory: One minute, 59.434 seconds
Fastest GT Qualifier: #84–Chip Robinson: 104.312 mph (1:05.572) (Record)
Fastest Lights Qualifier: #32–Fermin Velez: 96.748 mph (1:10.699) (Record)
Fastest GT Lap: #83–Geoff Brabham (105.6 mph on 63rd lap)
Lap Leaders: #84 (1-27); #60 (28-51); #61 (52-56); #83 (57-82, 102-105); #99 (83-101); #16 (106-110)

Del Mar Fairgrounds / November 11, 1990

CAMEL GRAND PRIX OF GREATER SAN DIEGO PRESENTED BY NISSAN, DEL MAR, CALIF., 87 LAPS/139.2 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	8	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	87	Running
2	3	Davy Jones	60	Jaguar XJR-10	Castrol/Jaguar Racing	GT	87	Running
3	11	John Paul Jr.	67	Nissan GTP-ZXT	B.F. Goodrich	GT	86	Running
4	6	James Weaver	16	Porsche 962C	Dyson Racing	GT	86	Running
5	2	Geoff Brabham	83	Nissan GTP-ZXT	Nissan Performance	GT	86	Running
6	7	Chip Robinson	84	Nissan GTP-ZXT	Nissan Performance	GT	86	Running
7	13	Parker Johnstone/Doug Peterson	48	Pontiac Spice	Comptech Racing	L	83	Running
8	15	David Tennyson/Fermin Velez	19	Ferrari Spice	Denon America	L	82	Running
9	17	Ken Knott/Charles Hausmann	4	Buick Spice	Infinity/S&L Racing	L	81	Running
10	16	Tom Hessert/Charles Morgan	8	Buick Kudzu	Cherry Hill Classic Cars	L	79	Running
11	4	Martin Brundle	61	Jaguar XJR-10	Castrol/Jaguar Racing	GT	78	Running
12	14	Martino Finotto/Ruggero Melgrati	80	Ferrari Alba	El Charro	L	76	Running
13	10	John Hotchkis/Jim Adams	10	Pontiac Spice	Wynn's	GT	70	Running
14	12	Rocky Moran	98	Toyota Eagle	All American Racers	GT	68	Mechanical
15	9	Jeff Davis	56	Pontiac Spice	HDF Motorsports	GT	67	Engine
16	20	David Rocha/Dan Marvin	59	Pontiac Firebird	Taco Bell	L	61	Running
17	19	Brian Bonner	9	Buick Spice	Cherry Hill Classic Cars	L	40	Mechanical
18	5	Wayne Taylor	64	Chevrolet Spice	MTI Vacations	GT	38	Axle
19	18	Michael Dow/Bob Lesnett	54	Buick Spice	HDF Motorsports	L	36	Engine
20	1	Jay Cochran	39	Chevrolet Spice	Spice Chevrolet	GT	18	Accident
21	21	Tom Virden	12	Chevrolet Tiga	Carlos Bobeda Racing	L	0	Accident

Purse: $186,000
Winner's Share: $50,000
Time of Race: 1:45:56.48
Winning Speed: 78.836 mph (Record)
Lights Winning Speed: 74.357 mph
Margin of Victory: One minute, 1.29 seconds
Fastest GT Qualifier: #39–Al Unser Jr.: 94.824 mph (1:00.744) (Record)
Fastest Lights Qualifier: #48–Parker Johnstone: 86.194 mph (1:06.826) (Record)
Fastest GT Lap: #61–Martin Brundle (90.784 mph on 18th lap) (Record)
Fastest Lights Lap: #48–Parker Johnstone (83.713 mph on third lap) (Record)
Lap Leaders: #39 (1-18); #83 (19-33); #64 (34-38); #60 (39-60); #67 (61-76); #99 (77-87)

1990 Champions and Award Winners

GT Champion: Geoff Brabham
Manufacturers' Champion: Nissan
Lights Champion: Tomas Lopez
Lights Manufacturers' Champion: Buick
Mechanic of the Year: Gary Donohue (Toyota Eagle)
Most Improved Driver: David Tennyson

Daytona International Speedway / February 3, 1991

SUNBANK 24 AT DAYTONA, DAYTONA BEACH, FLA., 719 LAPS/2,559.64 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	7	J. Winter/F. Jelinski/H. Pescarolo/H. Haywood/B. Wollek	7	Porsche 962	Joest Porsche Racing	GT	719	Running
2	4	Geoff Brabham/Chip Robinson/Derek Daly/Bob Earl	83	Nissan R90C	Nissan Performance	LeM	701	Running
3	12	John Hotchkis/Jim Adams/Chris Cord/Rob Dyson	10	Porsche 962	Wynn's	GT	692	Running
4	22	Robby Gordon/Mark Martin/Wally Dallenbach Jr.	15	Ford Mustang	Whistler/Mustang	GTO	672	Running
5	6	Mario Andretti/Michael Andretti/Jeff Andretti	00	Porsche 962C	Dauer Racing	GT	663	Engine
6	21	Dorsey Schroeder/Max Jones/John Fergus	12	Ford Mustang	Whistler/Mustang	GTO	658	Running
7	16	P. Johnstone/Doug Peterson/Steve Cameron/Bob Lesnett	48	Acura Spice	Acura/B.F. Goodrich	L	654	Electrical
8	30	F. Jellinek Jr./J. Grooms/M. Greenfield/Peter Greenfield	36	Mazda Kudzu	Erie Scientific	L	632	Running
9	28	Michael Dow/Andrew Hepworth/Hendrik Ten Cate	54	Buick Spice	HDF Motorsports	L	620	Mechanical
10	26	Jim Stevens/Jim Jaeger/Craig Bennett/Tom Grunnah	90	Ford Mustang	Reliance Elevator	GTO	619	Running
11	14	Brian Bonner/Jeff Kline/Derrike Cope/Scott Sharp	4	Chevrolet Spice	Tom Milner Racing	GT	611	Running
12	24	R.K. Smith/Joe Varde/Doc Bundy/Andy Pilgrim	92	Chevrolet Corvette	EDS/Mobil/Goodyear	GTO	611	Running
13	36	Dick Greer/Al Bacon/Peter Uria/Mike Mees	82	Mazda RX-7	Greer Racing	GTU	605	Running
14	17	Price Cobb/Brian Redman/John O'Steen/Pete Halsmer	63	Mazda RX-7	Mazda	GTO	576	Running
15	35	Honorato Espinosa/Rob Wilson/Felipe Solano/M. Morejon	37	Mazda MX-6	Botero Racing Team	GTU	576	Running
16	31	Roger Mandeville/Kelly Marsh/Amos Johnson	38	Mazda RX-7	Mandeville Auto Tech	GTU	568	Running
17	40	Geoff Nicol/Todd Brayton/David Tennyson	42	Mazda Tiga	Intersport Racing	L	556	Running
18	23	Tommy Johnson/Rob Robertson/John Sheldon/S. Hynes	09	Buick Tiga	R.J. Racing	L	545	Running
19	41	Alex Job/Chris Kraft/Jack Refenning/Joe Pezza	26	Porsche 911	Border Cantina	GTU	494	Running
20	5	Julian Bailey/Steve Millen/Jeremy Dale/Arie Luyendyk	83	Nissan R90C	Nissan Performance	LeM	472	Mechanical
21	25	J.Heinricy/D. Knowles/S. Hayner/S. Lagasse/T. Morrison	91	Chevrolet Corvette	EDS/Mobil/Goodyear	GTO	464	Running
22	10	John Paul Jr./James Weaver/Tiff Needell	16	Porsche 962C	Dyson Racing	GT	450	Engine
23	44	Jay Kjoller/Pat Mooney/Steve Volk	72	Porsche 911	Jay Kjoller Motorsports	GTU	449	Running
24	15	Michael Brockman/Jeff Davis/Tim McAdam/Fred Phillips	5	Chevrolet Spice	Tom Milner Racing	GT	448	Engine
25	19	M. Nolan/R. Schramm/P.Cunningham/L. Gigliotti/B. Said	70	Oldsmobile Cutlass	M/J Engineering	GTO	445	Running
26	38	Brad Hoyt/Leighton Reese/Mike Gagliardo	66	Mazda RX-7	North Coast Racing	GTU	442	Engine
27	37	J. Gooding/N.Northam/J. Annis/T. Panaggio/M. Kennedy	11	Chevrolet Camaro	Pepsi	GTO	427	Running
28	11	Rocky Moran/P.J. Jones/Mark Dismore	98	Toyota Eagle	All American Racers	GT	408	Engine
29	34	A. Puleo/D. Urrutia/Grant Hill/J. Boxstrom/Nick Holmes	87	Chevrolet Camaro	A&R Auto Electric	GTO	396	Running
30	2	Davy Jones/Scott Pruett/Derek Warwick/Raul Boesel	2	Jaguar XJR-12	Bud Light/Jaguar Racing	GT	379	Engine
31	1	B. Wollek/Paolo Barilla/Bernd Schneider/M. Sigala	6	Porsche 962C	Joest Porsche Racing	GT	360	Engine
32	20	Charles Morgan/Tom Hessert/Jim Pace	9	Buick Kudzu	Essex Racing	L	359	Oil Leak
33	32	Mike Sheehan/Kaming Ko/Charlie Monk/Ron McKay	20	Chevrolet Tiga	Carlos Bobeda Racing	L	328	Mechanical
34	45	Bob Hundredmark/John Forbes/Ken Fengler/Tom Curran	45	Chevrolet Corvette	First Coast Trucks	GTO	315	Running
35	9	Al Unser/Al Unser Jr./Bobby Unser/Robby Unser	0	Porsche 962C	Dauer Racing	GT	270	Accident
36	46	Don Arpin/Jon Olch/Tim Banks/Scott Watkins	28	Chevrolet Camaro	Drivers Alert	GTO	234	Engine
37	27	Richard McDill/Bill McDill/Jim Burt	53	Chevrolet Camaro	TIC Financial Systems	GTO	223	Mechanical
38	29	Bob Leitzinger/David Loring/Chuck Kurtz/Don Reynolds	96	Nissan 240SX	Fast Color Auto Art	GTU	192	Engine
39	42	Reed Kryder/Alistair Oag/Henry Camferdam/Phil Krueger	57	Nissan 240SX	Kryderacing	GTU	159	Accident
40	13	Derek Bell/Jay Cochran/Justin Bell	60	Gunnar 966 Porsche	B.F. Goodrich	GT	83	Running
41	39	Bob Scolo/Steve Burgner/John Macaluso	04	Chevrolet Camaro	Spirit of Brandon	GTO	78	Running
42	8	Juan M. Fangio II/Willy T. Ribbs/Andy Wallace	99	Toyota Eagle	All American Racers	GT	60	Engine
43	18	Calvin Fish/John Morton	62	Mazda RX-7	Mazda	GTO	50	Accident
44	3	Arie Luyendyk/Julian Bailey	1	Nissan R90C	Nissan Performance	LeM	47	Mechanical
45	43	Hoyt Overbagh/Oma Kimbrough	06	Chevrolet Camaro	Overbagh Motor Racing	GTO	37	Engine
46	33	Butch Leitzinger	95	Nissan 240SX	Fast Color Auto Art	GTU	13	Mechanical

Purse: $379,125
Winners' Share: $72,000
Time of Race: 24:00:15.399
Winning Speed: 106.633 mph (Record)
LeMans Winning Speed: 103.816 mph (Record)
Lights Winning Speed: 97.345 mph
GTO Winning Speed: 99.557 mph
GTU Winning Speed: 89.621 mph
Margin of Victory: 18 laps, two minutes, 2.469 seconds
Fastest GT Qualifier: #6–Bob Wollek: 115.594 mph (1:50.87)
Fastest LeMans Qualifier: #1–Derek Daly: 116.653 (1:49.864) (Record)

Fastest Lights Qualifier: #48–Parker Johnstone: 103.079 mph (2:04.331)
Fastest GTO Qualifier: #63–Price Cobb: 102.654 mph (2:04.846)
Fastest GTU Qualifier: #96–David Loring: 93.616 mph (2:16.899)
Fastest GT Lap: #2–Davy Jones (126.828 mph on 24th lap) (Record)
Fastest LeMans Lap: #84–Julian Bailey (128.461 mph on 518th lap) (Record)
Fastest Lights Lap: #48–Parker Johnstone (115.254 mph on 334th lap) (Record)
Fastest GTO Lap: #15–Wally Dallenbach Jr. (112.248 mph on 421st lap)
Fastest GTU Lap: #38–Roger Mandeville (103.59 mph on 27th lap)
Lap Leaders: #00 (1, 525-528); #6 (2-12, 26-29, 32-34, 86-88, 332-360); #1 (13-25); #2 (30-31, 37-62, 141-183, 201-235, 254-314); #0 (35-36); #83 (63-70, 92-101, 132, 184-194, 236-253, 361-367); #84 (71-84, 102-131, 133-140, 195-200, 315-331, 456-461); #16 (85, 89-91, 368-424); #7 (425-455, 462-524, 529-719)

South Florida Fairgrounds / March 3, 1991

TOYOTA CAMEL GRAND PRIX OF PALM BEACH, WEST PALM BEACH, FLA., 115 LAPS/186.3 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Davy Jones	2	Jaguar XJR-10	Bud Light/Jaguar Racing	GT	115	Running
2	6	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	115	Running
3	3	Geoff Brabham	83	Nissan NPT-90	Nissan Performance	GT	115	Running
4	1	Tom Kendall	65	Chevrolet Miller Spice	EDS/ICI	GT	114	Running
5	9	Rocky Moran	98	Toyota Eagle	All American Racers	GT	112	Running
6	22	Derek Bell/John Paul Jr.	66	Gunnar Porsche	B.F. Goodrich	GT	111	Running
7	10	John Winter/Massimo Sigala/Bob Wollek	7	Porsche 962C	Joest Porsche Racing	GT	110	Running
8	8	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	109	Running
9	12	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	109	Running
10	16	Charles Morgan	8	Buick Kudzu	Acxiom	L	108	Running
11	15	Patrick Bardinon/Pierre Petit	32	Buick Spice	Spice Buick	L	106	Running
12	4	Chip Robinson	84	Nissan NPT-90	Nissan Performance	GT	103	Engine
13	17	Mike Sheehan/Jeff Davis	54	Buick Spice	HDF Motorsports	L	101	Running
14	14	David Tennyson	19	Ferrari Spice	Denon America	L	98	Electrical
15	20	Brian Bonner/Scott Sharp	4	Chevrolet Spice	Tom Milner Racing	GT	98	Running
16	13	Jeff Kline/Michael Brockman	5	Chevrolet Spice	Tom Milner Racing	GT	94	Running
17	21	Gianpiero Moretti/Almo Coppelli	30	Porsche 962C	Momo-Gebhardt Racing	GT	79	Engine
18	18	Bob Wollek/Bernd Schneider	6	Porsche 962C	Joest Porsche Racing	GT	67	Mechanical
19	7	Raul Boesel	3	Jaguar XJR-10	Bud Light/Jaguar Racing	GT	61	Transmission
20	19	Tom Hessert	9	Buick Kudzu	Cherry Hill Classic Cars	L	45	Mechanical
21	11	Jim Adams	10	Pontiac Spice	Wynn's	GT	44	Electrical
22	5	Jay Cochran	25	Chevrolet Spice	Hawaiian Tropic/Spice	GT	15	Gear Box

Purse: $187,700
Winner's Share: $50,500
Time of Race: 2:00:02.188
Winning Speed: 93.122 mph (Record)
Lights Winning Speed: 87.661 mph (Record)
Margin of Victory: 27.042 seconds
Fastest GT Qualifier: #65–Tom Kendall: 103.002 mph (56.62)
Fastest Lights Qualifier: #48–Parker Johnstone: 96.458 mph (1:00.461)
Fastest GT Lap: #27–Wayne Taylor (98.663 mph on 27th lap)
Fastest Lights Lap: #48–Parker Johnstone (92.086 mph on 11th lap)
Lap Leaders: #2 (1-50, 52-115); #3 (51)

Sebring International Raceway / March 16, 1991

NISSAN CAMEL GRAND PRIX 12 HOURS OF SEBRING, SEBRING, FLA., 298 LAPS/1,102.6 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Geoff Brabham/Derek Daly/Gary Brabham	83	Nissan NPT-90	Nissan Performance	GT	298	Running
2	3	Chip Robinson/Bob Earl/Julian Bailey	84	Nissan NPT-90	Nissan Performance	GT	297	Running
3	2	Bob Wollek/Bernd Schneider/Massimo Sigala	6	Porsche 962C	Joest Porsche Racing	GT	296	Running
4	6	John Winter/Henri Pescarolo/Frank Jelinski	7	Porsche 962C	Joest Porsche Racing	GT	295	Running
5	5	John Nielsen/Davy Jones/Raul Boesel	3	Jaguar XJR-12	Bud Light/Jaguar Racing	GT	284	Running
6	7	Brian Bonner/Scott Sharp/Jeff Kline	4	Chevrolet Spice	Applebee's	GT	283	Running
7	21	Charles Morgan/Jim Pace	8	Buick Kudzu	Miller Genuine Draft	L	280	Running
8	26	Robby Gordon/Max Jones	15	Ford Mustang	Whistler Radar/Mustang	GTO	279	Running
9	11	John Hotchkis/Jim Adams/Chris Cord	10	Pontiac Spice	Wynn's	GT	278	Running
10	9	Gianpiero Moretti/Stanley Dickens/Helmuut Mundas	30	Porsche 962C	Momo-Gebhardt Racing	GT	277	Running
11	17	Steve Millen/Jeremy Dale/Johnny O'Connell	75	Nissan 300ZX	Nissan	GTO	277	Running
12	20	Price Cobb/John O'Steen/Brian Redman	63	Mazda RX-7	Mazda	GTO	275	Running
13	22	Dorsey Schroeder/John Fergus	12	Ford Mustang	Whistler Radar/Mustang	GTO	271	Running
14	23	Pete Halsmer/Calvin Fish/John Morton	62	Mazda RX-7	Mazda	GTO	270	Running
15	19	Almo Coppelli/Jay Hill	33	Buick Spice	Hawaiian Tropic/Spice	L	265	Running
16	37	Andy Pilgrim/R.K. Smith	92	Chevrolet Corvette	EDS/Mobil/Goodyear	GTO	260	Running
17	31	Bob Leitzinger/David Loring	95	Nissan 240SX	Fast Color Auto Art	GTU	257	Running
18	4	Juan M. Fangio II/Willy T. Ribbs	99	Toyota Eagle	All American Racers	GT	256	Mechanical
19	30	Jim Stevens/Jim Jaeger/Don Walker	90	Ford Mustang	Portland Supply	GTO	250	Running
20	31	Alex Job/Chris Kraft/Jack Refenning	26	Porsche 911	Border Cantina	GTU	247	Running
21	27	Andy Evans/George Robinson/Carlos Bobeda	18	Buick Spice	Carlos Bobeda Racing	L	236	Running
22	43	Brad Hoyt/Leighton Reese	69	Mazda RX-7	North Coast Racing	GTU	234	Running
23	39	Dick Greer/Al Bacon/Peter Uria/Mike Mees	82	Mazda RX-7	Greer Racing	GTU	232	Running
24	24	Michael Dow/David Tennyson/Ken Knott	54	Buick Spice	HDF Motorsports	L	227	Running
25	12	John Paul Jr./James Weaver	24	Porsche 962	Shapiro Motorsports	GT	218	Suspension
26	40	Reed Kryder/Frank Delvecchio/Joe Danaher	57	Nissan 240SX	Kryderacing	GTU	207	Running
27	16	Parker Johnstone/Doug Peterson	48	Acura Spice	Acura/B.F. Goodrich	L	204	Mechanical
28	42	H.Brosnaham/S.Roberts/B.Scolo/P.Mazzacane/R. Andison	04	Chevrolet Camaro	Spirit of Brandon	GTO	166	Running
29	10	Tim McAdam/Jeff Purner/Fred Phillips	5	Chevrolet Spice	Applebee's	GT	165	Mechanical
30	14	Martino Finotto/Ruggero Melgrati/Fermin Velez	80	Ferrari Spice	Bieri Racing	L	147	Accident
31	35	H. Espinosa/Rob Wilson/Felipe Solano/Francisco Lopez	37	Mazda MX-6	Botero Racing	GTU	140	Mechanical
32	28	Uli Bieri/John Graham	40	Ferrari Alba	Bieri Racing	L	138	Accident
33	33	Scott Lagasse/Don Knowles/Stuart Hayner	91	Chevrolet Corvette	EDS/Mobil/Goodyear	GTO	134	Ignition
34	25	Tom Hessert/Costas Los	9	Buick Kudzu	Cherry Hill Classic Cars	L	128	Engine
35	46	E.J. Generotti/Paul Tavilla/G.W. Church	94	Mazda RX-7	Florida Fixtures	GTU	113	Accident
36	34	Richard McDill/Bill McDill	53	Chevrolet Camaro	TIC Financial System	GTO	112	Engine
37	45	Jay Kjoller/Pat Mooney/Steve Volk	72	Porsche 911	Jay Kjoller Motorsports	GTU	108	Engine
38	44	David Russell/Mike Graham/Cameron Worth	41	BMW 325	Redline Import	GTU	103	Mechanical
39	8	Rocky Moran/Andy Wallace	98	Toyota Eagle	All American Racers	GT	82	Accident
40	29	Tommy Johnson/Rob Roberts/John Sheldon	09	Buick Tiga	R.J. Racing	L	82	Engine
41	32	Anthony Puleo/John Annis/Tom Panaggio/Tom Walsh	87	Chevrolet Camaro	Powertron	GTO	75	Mechanical
42	15	Hurley Haywood/Wayne Taylor	21	Porsche 962	Alucraft	GT	70	Engine
43	38	Butch Leitzinger/Chuck Kurtz	96	Nissan 240SX	Fast Color Auto Art	GTU	52	Engine
44	18	Johnny O'Connell	76	Nissan 300ZX	Nissan	GTO	33	Engine
45	13	Craig Carter	05	Chevrolet Fabcar	Tom Milner Racing	GT	23	Accident
46	36	Rob Peters	52	Chevrolet Camaro	Bupp Racing	GTO	3	Mechanical

Purse: $306,650
Winners' Share: $62,500
Time of Race: 12:02:01.391
Winning Speed: 91.626 mph (Record)
Lights Winning Speed: 86.902 mph (Record)
GTO Winning Speed: 85.502 mph (Record)
GTU Winning Speed: 78.768 mph (Record)
Margin of Victory: One lap, one minute, 30.895 seconds
Fastest GT Qualifier: #83–Geoff Brabham: 121.354 mph (1:49.761) (Record)
Fastest Lights Qualifier: #80–Fermin Velez: 111.214 mph (1:59.769) (Record)
Fastest GTO Qualifier: #75–Steve Millen: 107.832 mph (2:03.525) (Record)
Fastest GTU Qualifier: #95–Bob Leitzinger: 98.622 mph (2:15.061) (Record)

Fastest GT Lap: #6–Bob Wollek (119.87 mph on 97th lap) (Record)
Fastest Lights Lap: #80–Ruggero Melgrati (109.836 on 24th lap) (Record)
Fastest GTO Lap: #63–Price Cobb (107.22 mph on 77th lap) (Record)
Fastest GTU Lap: #95–David Loring (97.133 mph on 94th lap) (Record)
Lap Leaders: #6 (1-5, 9-40, 44-64, 73-80); #7 (6-8); #84 (41-43, 142-145, 164-190, 202-203, 244, 282-291); #83 (65-72, 81-141, 146-163, 191-201, 204-243, 245-281, 292-298)

Miami Grand Prix Street/Road Circuit / April 7, 1991

NISSAN CAMEL GRAND PRIX OF MIAMI, MIAMI, FLA., 91 LAPS/170.443 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Raul Boesel	3	Jaguar XJR-10	Bud Light/Jaguar Racing	GT	91	Running
2	4	Tom Kendall	65	Chevrolet Miller	EDS/ICI	GT	91	Running
3	5	Geoff Brabham	83	Nissan NPT-90	Nissan Performance	GT	91	Running
4	8	James Weaver	16	Porsche 962C	Dyson Racing	GT	91	Running
5	6	Chip Robinson	84	Nissan NPT-90	Nissan Performance	GT	91	Running
6	11	Bernd Schneider	7	Porsche 962C	Joest Porsche Racing	GT	91	Running
7	15	Gianpiero Moretti/Derek Bell	30	Porsche 962C	Momo-Gebhardt Racing	GT	89	Running
8	14	Jeff Kline/Jeff Purner	5	Chevrolet Spice	Applebee's	GT	89	Running
9	12	Brian Bonner/Scott Sharp	4	Chevrolet Spice	Applebee's	GT	88	Running
10	17	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	87	Running
11	21	Tom Hessert	9	Buick Kudzu	Cherry Hill Classic Cars	L	87	Running
12	20	Charles Morgan	8	Buick Kudzu	Miller Genuine Draft	L	86	Running
13	13	Gary Brabham	24	Nissan GTP-ZXT	Shapiro Racing	GT	85	Running
14	22	Brent O'Neill	25	Buick Argo	Gold Coast Racing	L	84	Running
15	19	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	84	Running
16	1	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	83	CV Joint
17	23	Andy Evans/George Robinson	18	Buick Spice	Carlos Bobeda Racing	L	82	Running
18	16	Rocky Moran	98	Toyota Eagle	All American Racers	GT	72	Accident
19	18	Patrick Bardinon/Fermin Velez	32	Buick Spice	Hawaiian Tropic/Spice	L	70	Accident
20	24	Ken Knott/Andy Swett	54	Buick Spice	HDF Motorsports	L	62	Mechanical
21	9	John Paul Jr.	66	Porsche 966	Gunner Porsche	GT	51	Electrical
22	2	Davy Jones	2	Jaguar XJR-10	Bud Light/Jaguar Racing	GT	44	Engine
23	10	Albert Naon	91	Chevrolet Spice	Hawaiian Tropic	GT	21	Accident
24	25	David Tennyson	19	Ferrari Spice	Denon America	L	12	Electrical
25	7	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	13	Mechanical

Purse: $198,375
Winner's Share: $50,500
Time of Race: 2:01:04.085
Winning Speed: 84.47 mph (Record)
Lights Winning Speed: 80.177 (Record)
Margin of Victory: .767 seconds
Fastest GT Qualifier: #64–Wayne Taylor: 98.658 mph (1:08.345) (Record)
Fastest Lights Qualifier: #48–Parker Johnstone: 90.955 (1:14.133) (Record)
Fastest GT Lap: #2–Davy Jones (97.134 mph on 40th lap) (Record)
Fastest Lights Lap: #48–Parker Johnstone (89.617 mph on 33rd lap) (Record)
Lap Leaders: #2 (1-44); #83 (45); #16 (46); #7 (47-60); #3 (61-91)

Road Atlanta / April 28, 1991

NISSAN CAMEL GRAND PRIX OF ATLANTA, BRASELTON, GA., 74 LAPS/186.48 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Davy Jones	2	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	74	Running
2	4	Chip Robinson	84	Nissan GTP NPT-91	Nissan Performance	GT	74	Running
3	2	Raul Boesel	3	Jaguar XJR-10	Bud Light/Jaguar Racing	GT	73	Running
4	5	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	73	Running
5	9	Gianpiero Moretti/Derek Bell	30	Porsche 962C	Momo/SPA USA	GT	72	Running
6	7	James Weaver	16	Porsche 962C	Dyson Racing	GT	72	Running

7	8	Tom Kendall	65	Chevrolet Miller	EDS/ICI	GT	72	Running
8	6	John Winter/Bernd Schneider	7	Porsche 962C	Joest Porsche Racing	GT	72	Running
9	14	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	69	Running
10	15	Perry McCarthy	32	Buick Spice	Danka Spice	L	69	Running
11	13	John Hotchkis/Jim Adams	10	Pontiac Spice	Wynn's	GT	67	Running
12	19	Jim Pace	9	Buick Kudzu	Essex Racing	L	67	Running
13	11	John Paul Jr./Victor Gonzalez	66	Gunnar Porsche 966	Norwegian Cruise	GT	67	Running
14	20	Hugh Fuller/Ken Knott	54	Buick Spice	HDF Motorsports	L	63	Running
15	17	Andy Evans/Carlos Bobeda	18	Buick Spice	Carlos Bobeda Racing	L	61	Running
16	3	Geoff Brabham	83	Nissan GTP NPT-91	Nissan Performance	GT	58	Engine
17	10	Brian Bonner	4	Chevrolet Spice	Applebee's	GT	23	Mechanical
18	21	Amos Johnson	73	Mazda Argo	Team Highball	L	13	Ignition
19	12	Jeff Purner	5	Chevrolet Spice	Applebee's	GT	6	Engine
20	16	David Tennyson	19	Ferrari Spice	Denon America	L	6	Engine
21	18	Jim Downing	8	Buick Kudzu	Essex Racing	L	3	Electrical

Purse: $155,300
Winner's Share: $30,500
Time of Race: 1:32:31.274
Winning Speed: 120.932 mph (Record)
Lights Winning Speed: 112.025 mph (Record)
Margin of Victory: One minute, 1.708 seconds
Fastest GT Qualifier: #2–Davy Jones: 131.109 mph (1:09.194)
Fastest Lights Qualifier: #48–Parker Johnstone: 113.791 mph (1:19.725)
Fastest GT Lap: #2–Davy Jones (127.81 mph on 47th lap)
Fastest Lights Lap: #32–Perry McCarthy (114.406 mph on 48th lap) (Record)
Lap Leaders: #3 (1); #2 (2-74)

Heartland Park / May 5, 1991

CAMEL GRAND PRIX OF THE HEARTLAND, TOPEKA, KAN., 75 LAPS/187.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Chip Robinson	84	Nissan NPT-91	Nissan Performance	GT	75	Running
2	1	Davy Jones	2	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	75	Running
3	2	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	75	Running
4	5	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	74	Running
5	4	Geoff Brabham	83	Nissan NPT-91	Nissan Performance	GT	73	Running
6	8	Brian Bonner/Jeff Kline	4	Chevrolet Spice	Applebee's	GT	72	Running
7	9	Tom Kendall	65	Chevrolet Miller	EDS/ICI	GT	72	Running
8	12	Chris Cord/Jim Adams	10	Pontiac Spice	Wynn's	GT	71	Running
9	10	Rocky Moran	98	Toyota Eagle	All American Racers	GT	70	Mechanical
10	13	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	69	Running
11	14	Charles Morgan	8	Buick Kudzu	Miller Genuine Draft	L	68	Running
12	16	Carlos Bobeda	18	Buick Spice	Carlos Bobeda Racing	L	67	Running
13	6	Raul Boesel	3	Jaguar XJR-10	Bud Light/Jaguar Racing	GT	66	Mechanical
14	7	Jeff Purner/Tim McAdam	5	Chevrolet Spice	Applebee's	GT	65	Running
15	17	Hugh Fuller/Ken Knott	54	Buick Spice	HDF Motorsports	L	63	Running
16	15	Jim Pace	9	Buick Kudzu	Essex Racing	L	63	Running
17	11	Gianpiero Moretti	30	Audi Momo-C901	Momo-Gebhardt Racing	GT	0	Mechanical

Purse: $193,150
Winner's Share: $70,500
Time of Race: 1:54:26.874
Winning Speed: 98.298 mph (Record)
Lights Winning Speed: 89.338 mph (Record)
Margin of Victory: One minute, 5.292 seconds
Fastest GT Qualifier: #2–Davy Jones: 82.431 mph (1:49.181)
Fastest Lights Qualifier: #48–Parker Johnstone: 93.603 mph (1:36.15) (Record)
Fastest GT Lap: #64–Wayne Taylor (102.412 mph on 32nd lap) (Record)
Fastest Lights Lap: #48–Parker Johnstone (93.138 mph on 52nd lap) (Record)
Lap Leaders: #2 (1-33, 35-64, 67-73); #64 (34, 65-66); #84 (74-75)

Lime Rock Park / May 27, 1991

TOYOTA TRUCKS PRESENTS THE LIME ROCK CAMEL GRAND PRIX, LIME ROCK, CONN., 133 LAPS/204.82 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Chip Robinson	84	Nissan NPT-91	Nissan Performance	GT	133	Running
2	5	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	133	Running
3	4	Geoff Brabham	83	Nissan NPT-91	Nissan Performance	GT	133	Running
4	16	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	132	Running
5	1	Tom Kendall	65	Chevrolet Intrepid	EDS/ICI	GT	132	Running
6	15	Raul Boesel	3	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	131	Running
7	2	Davy Jones	2	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	129	Running
8	7	Rocky Moran	98	Toyota Eagle	All American Racers	GT	125	Running
9	18	Jeff Purner/Tim McAdam	5	Chevrolet Spice	Applebee's	GT	125	Running
10	11	David Dennyson/Ken Knott	19	Ferrari Spice	Denon America	L	124	Running
11	10	Jim Pace	9	Buick Kudzu	Essex Racing	L	123	Running
12	8	John Hotchkis/John Hotchkis Jr.	10	Pontiac Spice	Wynn's	GT	122	Running
13	12	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	119	Running
14	13	Tom Hessert	8	Buick Kudzu	Cherry Hill Classic Cars	L	114	Running
15	14	Hugh Fuller/Mike Allison	54	Buick Spice	HDF Motorsports	L	111	Running
16	9	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	81	Accident
17	6	Rob Dyson/James Weaver	16	Porsche 962C	Rain X	GT	61	Mechanical
18	17	Brian Bonner	4	Chevrolet Spice	Applebee's	GT	20	Engine

Purse: $156,600
Winner's Share: $30,500
Time of Race: 2:00:04.898
Winning Speed: 102.34 mph (Record)
Lights Winning Speed: 94.753 mph (Record)
Margin of Victory: 5.728 seconds
Fastest GT Qualifier: #65–Tom Kendall: 124.174 mph (44.647) (Record)
Fastest Lights Qualifier: #48–Parker Johnstone: 111.117 mph (49.893) (Record)
Fastest GT Lap: #65–Tom Kendall (118.486 mph on 29th lap) (Record)
Fastest Lights Lap: #9–Jim Pace (108.154 mph on 16th lap) (Record)
Lap Leaders: #65 (1-60); #2 (61-78, 87-105); #64 (79-86); #84 (106-133)

Mid-Ohio Sports Car Course / June 2, 1991

NISSAN CAMEL GRAND PRIX OF OHIO, LEXINGTON, OHIO, 83 LAPS/186.75 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Davy Jones	2	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	83	Running
2	2	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	83	Running
3	1	Tom Kendall	65	Chevrolet Intrepid	EDS/ICI	GT	83	Running
4	6	Raul Boesel	3	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	82	Running
5	5	Geoff Brabham	83	Nissan NPT-91	Nissan Performance	GT	82	Running
6	4	Chip Robinson	84	Nissan NPT-91	Nissan Performance	GT	82	Running
7	8	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	81	Running
8	7	James Weaver	16	Porsche 962C	Rain X	GT	81	Running
9	10	Jim Adams/Perry McCarthy	10	Pontiac Spice	Wynn's	GT	80	Running
10	13	Rocky Moran	98	Toyota Eagle	All American Racers	GT	80	Running
11	11	Brian Bonner/Jeff Kline	4	Chevrolet Spice	Applebee's	GT	79	Running
12	12	Jeff Purner/Tim McAdam	5	Chevrolet Spice	Applebee's	GT	78	Running
13	14	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	76	Running
14	18	Jim Pace	9	Buick Kudzu	Essex Racing	L	76	Running
15	15	David Tennyson	19	Ferrari Spice	Denon America	L	76	Running
16	19	Andy Evans/Carlos Bobeda	18	Buick Spice	Carlos Bobeda Racing	L	73	Running
17	17	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	72	Running
18	22	Hugh Fuller/Ken Knott	54	Buick Spice	HDF Motorsports	L	71	Running
19	16	Charles Morgan	8	Buick Kudzu	Miller Genuine Draft	L	60	Running
20	9	John Winter/Bernard Schneider	7	Porsche 962C	Joest Porsche Racing	GT	25	Gear Box
21	20	Dennis Vitolo	43	Buick Tiga	Richland/Ultra Tech	L	9	Electrical
22	21	Bob Earl	1	Nissan NPT-91	Nissan Performance	GT	4	Mechanical

Purse: $168,400
Winner's Share: $30,500
Time of Race: 1:44:27.094
Winning Speed: 107.275 mph (Record)
Lights Winning Speed: 97.818 mph (Record)
Margin of Victory: 21.753 seconds
Fastest GT Qualifier: #65–Tom Kendall: 111.553 mph (1:12.611) (Record)
Fastest Lights Qualifier: #48–Parker Johnstone: 103.146 mph (1:18.529) (Record)
Fastest GT Lap: #65–Tom Kendall (109.459 mph on 67th lap) (Record)
Fastest Lights Lap: #48–Parker Johnstone (100.596 mph on sixth lap) (Record)
Lap Leaders: #65 (1-17); #2 (8-83)

New Orleans Street Circuit / June 16, 1991

NISSAN CAMEL GRAND PRIX DU MARDI GRAS, NEW ORLEANS, LA., 81 LAPS/105.3 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	7	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	81	Running
2	2	Geoff Brabham	83	Nissan NPT-91	Nissan Performance	GT	81	Running
3	11	Jeff Purner	5	Chevrolet Spice	Applebee's	GT	81	Running
4	4	Tom Kendall	65	Chevrolet Intrepid	EDS/ICI	GT	80	Running
5	15	David Tennyson	19	Ferrari Spice	Denon America	L	77	Running
6	14	Charles Morgan	8	Buick Kudzu	Miller Genuine Draft	L	77	Running
7	16	Ken Knott/Fermin Velez	32	Buick Spice	HDF Motorsports	L	76	Running
8	10	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	75	Running
9	12	Jim Pace	9	Buick Kudzu	Essex Racing	L	75	Running
10	9	Rocky Moran	98	Toyota Eagle	All American Racers	GT	75	Running
11	3	Chip Robinson	84	Nissan NPT-91	Nissan Performance	GT	66	Running
12	8	Raul Boesel	3	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	49	Suspension
13	5	Davy Jones	2	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	44	Suspension
14	1	Perry McCarthy	33	Chevrolet Spice	Danka	GT	28	Engine
15	13	Brian Bonner	4	Chevrolet Spice	Applebee's	GT	20	Accident
16	6	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	11	Accident
17	17	Hugh Fuller	54	Buick Spice	HDF Motorsports	L	1	Engine

Purse: $238,900
Winner's Share: $95,500
Time of Race: 1:45:04.797
Winning Speed: 60.126 mph (Record)
Lights Winning Speed: 57.144 mph (Record)
Margin of Victory: 57.788 seconds
Fastest GT Qualifier: #33–Perry McCarthy: 76.103 mph (1:01.495) (Record)
Fastest Lights Qualifier: #48–Parker Johnstone: 72.701 mph (1:04.373) (Record)
Fastest GT Lap: #33–Perry McCarthy (76.267 mph on fifth lap) (Record)
Fastest Lights Lap: #48–Parker Johnstone (69.853 mph on fourth lap) (Record)
Lap Leaders: #33 (1-14); #83 (15-16, 38); #2 (17-20); #64 (21-37, 42-81); #65 (39-41)

Watkins Glen International / June 30, 1991

CAMEL CONTINENTAL, WATKINS GLEN, N.Y., 122 LAPS/296.216 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	5	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	122	Running
2	23	Geoff Brabham	83	Nissan NPT-91	Nissan Performance	GT	122	Running
3	2	Chip Robinson	84	Nissan NPT-91	Nissan Performance	GT	122	Running
4	8	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	120	Running
5	10	Brian Bonner/Jeff Purner	4	Chevrolet Spice	Applebee's	GT	118	Running
6	1	John Winter/Bernd Schneider	7	Porsche 962C	Blaupunkt/Sachs	GT	116	Running
7	13	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	112	Running
8	7	Rocky Moran	98	Toyota Eagle	All American Racers	GT	112	Running
9	16	David Tennyson	19	Ferrari Spice	Denon America	L	112	Running
10	15	Ken Knott/Fermin Velez	32	Buick Spice	HDF Motorsports	L	112	Running
11	17	John Grooms	36	Mazda Kudzu	Erie Scientific	L	110	Running
12	18	Andy Evans/Hugh Fuller	18	Buick Spice	Carlos Bobeda Racing	L	110	Running
13	4	Davy Jones	2	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	107	Suspension
14	20	John Mirro/Tom Sedivy	11	Mazda Tiga	Tomsed Corporation/Conmec	L	101	Engine
15	12	Jeff Kline	5	Chevrolet Spice	Applebee's	GT	97	Mechanical
16	14	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Bieri Racing	L	90	Engine
17	3	Tom Kendall	65	Chevrolet Intrepid	EDS/ICI	GT	60	Electrical
18	19	Tom Hessert	8	Buick Kudzu	Cherry Hill Classic Cars	L	51	Mechanical
19	9	James Weaver	16	Porsche 962C	Rain X	GT	48	Engine
20	22	Gianpiero Moretti/Derek Bell	30	Audi Momo-C901	Momo-Gebhardt Racing	GT	35	Mechanical
21	11	John Hotchkis/Jim Adams	10	Pontiac Spice	Wynn's	GT	33	Suspension
22	21	Jim Pace	9	Buick Kudzu	Essex Racing	L	11	Electrical
23	6	Raul Boesel	3	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	10	Accident

Purse: $194,250
Winners' Share: $50,000
Time of Race: 2:30:59.693
Winning Speed: 117.706 mph (Record)
Lights Winning Speed: 107.934 mph (Record)
Margin of Victory: 23.102 seconds
Fastest GT Qualifier: #7–Bernd Schneider: 146.181 mph (59.794) (Record)
Fastest Lights Qualifier: #48–Parker Johnstone: 131.499 mph (1:06.47) (Record)
Fastest GT Lap: #2–Davy Jones (145.874 mph on 40th lap) (Record)
Fastest Lights Lap: #48–Parker Johnstone (130.343 on 21st lap) (Record)
Lap Leaders: #7 (1-8); #2 (9-50); #65 (51-52); #83 (53-59, 99); #99 (60-98, 100-122)

Laguna Seca Raceway / July 21, 1991

GRAND AUTO SUPPLY CAMEL GT PRESENTED BY TOYOTA, MONTEREY, CALIF., 84 LAPS/185.976 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Davy Jones	2	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	84	Running
2	5	Geoff Brabham	83	Nissan NPT-91	Nissan Performance	GT	84	Running
3	7	Perry McCarthy	33	Chevrolet Spice	Danka	GT	84	Running
4	6	John Winter/Bernd Schneider	7	Porsche 962C	Blaupunkt/Sachs	GT	84	Running
5	4	Chip Robinson	84	Nissan NPT-91	Nissan Performance	GT	83	Running
6	9	James Weaver	16	Porsche 962C	Rain X	GT	83	Running
7	2	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	83	Running
8	8	Rocky Moran	98	Toyota Eagle	All American Racers	GT	82	Running
9	14	John Hotchkis Jr.	10	Pontiac Spice	Wynn's	GT	82	Running
10	16	Ruggero Melgrati	80	Ferrari Spice	Interchem-Slyce	L	80	Running
11	15	David Tennyson	19	Ferrari Spice	Denon America	L	80	Running
12	17	Jim Pace	9	Buick Kudzu	Essex Racing	L	78	Running
13	18	Ken Knott/Andy Evans	8	Buick Kudzu	Essex Racing	L	73	Gear Box
14	10	Brian Bonner/Jeff Purner	4	Chevrolet Spice	Applebee's	GT	69	Running
15	19	Hugh Fuller/Paul Debban	32	Buick Spice	Carlos Bobeda Racing	L	56	Running
16	13	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	55	Mechanical
17	12	Jeff Kline	5	Chevrolet Spice	Applebee's	GT	44	Mechanical
18	1	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	43	Engine
19	11	Gianpiero Moretti	30	Porsche 962C	Momo-Joest Racing	GT	19	Accident

Purse: $161,050
Winner's Share: $30,500
Time of Race: 2:02:28.242
Winning Speed: 91.112 mph (Record)
Lights Winning Speed: 86.058 mph (Record)
Margin of Victory: 31.573 seconds
Fastest GT Qualifier: #64–Wayne Taylor: 106.374 mph (1:14.928) (Record)

Fastest Lights Qualifier: #48–Parker Johnstone: 99.261 mph (1:20.297) (Record)
Fastest GT Lap: #82–Juan M. Fangio II (105.232 mph on 82nd lap) (Record)
Fastest Lights Lap: #48–Parker Johnstone (95.996 on 38th lap) (Record)
Lap Leaders: #99 (1-33, 57-78); #83 (34-42); #2 (43-56, 79-84)

Portland International Raceway / July 28, 1991

G.I. JOE'S CAMEL GRAND PRIX PRESENTED BY NISSAN, PORTLAND, ORE., 97 LAPS/185.755 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	4	Juan M. Fangio II	99	Toyota Eagle	All American Racers	GT	97	Running
2	2	Geoff Brabham	83	Nissan NPT-91	Nissan Performance	GT	97	Running
3	5	Rocky Moran	98	Toyota Eagle	All American Racers	GT	97	Running
4	6	Chip Robinson	84	Nissan NPT-91	Nissan Performance	GT	97	Running
5	3	Davy Jones	2	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	97	Running
6	10	Gianpiero Moretti/Derek Bell	30	Porsche 962C	Momo-Joest Racing	GT	93	Running
7	1	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	93	Running
8	8	Brian Bonner/Jeff Kline	4	Chevrolet Spice	Applebee's	GT	92	Running
9	13	Ruggero Melgrati	80	Ferrari Spice	Interchem-Slyce	L	89	Running
10	12	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	88	Running
11	17	Jim Pace	9	Buick Kudzu	Essex Racing	L	87	Running
12	14	David Tennyson	19	Ferrari Spice	Denon America	L	87	Running
13	15	Ken Knott/Andy Evans	8	Buick Kudzu	Essex Racing	L	86	Running
14	7	James Weaver	16	Porsche 962C	Rain X	GT	80	Running
15	16	Paul Debban/Hugh Fuller	32	Buick Spice	Carlos Bobeda Racing	L	65	Mechanical
16	11	Tim McAdam	5	Chevrolet Spice	Applebee's	GT	26	Gear Box
17	9	Jim Adams	10	Pontiac Spice	Wynn's	GT	3	Mechanical

Purse: $154,750
Winner's Share: $30,000
Time of Race: 1:35:54.213
Winning Speed: 116.212 mph (Record)
Lights Winning Speed: 105.894 mph (Record)
Margin of Victory: 2.672 seconds
Fastest GT Qualifier: #64–Wayne Taylor: 123.637 mph (55.76) (Record)
Fastest Lights Qualifier: #48–Parker Johnstone: 112.678 mph (1:01.183) (Record)
Fastest GT Lap: #64–Wayne Taylor (119.633 mph on 49th lap) (Record)
Fastest Lights Lap: #80–Ruggero Melgrati (108.575 mph on eighth lap) (Record)
Lap Leaders: #83 (1-51, 62-85); #84 (52-56); #64 (57-61); #99 (86-97)

Road America / August 25, 1991

NISSAN CAMEL GRAND PRIX OF ROAD AMERICA, ELKHART LAKE, WIS., 47 LAPS/188 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Davy Jones	2	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	47	Running
2	5	Chip Robinson	1	Nissan NPT-91	Nissan Performance	GT	47	Running
3	2	Wayne Taylor	64	Chevrolet Intrepid	EDS/ICI	GT	47	Running
4	19	Raul Boesel	3	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	47	Running
5	8	Bob Earl	84	Nissan NPT-91	Nissan Performance	GT	46	Running
6	7	John Winter/Bernd Schneider	7	Porsche 962C	Blaupunkt/Sachs	GT	46	Running
7	21	John Hotchkis/Jim Adams	10	Pontiac Spice	Wynn's	GT	44	Running
8	17	Jim Pace	9	Buick Kudzu	Essex Racing	L	42	Running
9	16	Dan Marvin	49	Acura Spice	Acura/B.F. Goodrich	L	42	Running
10	20	Charles Morgan/Ken Knott	8	Buick Kudzu	Essex Racing	L	41	Running
11	13	Martino Finotto/Ruggero Melgrati	80	Ferrari Spice	Interchem-Slyce	L	40	Running
12	14	Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	40	Running
13	18	Frank Jellinek/John Grooms	36	Mazda Kudzu	Erie Scientific	L	36	Running
14	11	Gianpiero Moretti/Derek Bell	30	Porsche 962C	Momo-Gebhardt Racing	GT	34	Engine
15	6	Rocky Moran	99	Toyota Eagle	All American Racers	GT	30	Gear Box
16	4	Derek Daly	83	Nissan NPT-91	Nissan Performance	GT	28	Mechanical
17	12	Jeff Kline/Tim McAdam	5	Chevrolet Spice	Applebee's	GT	27	Engine
18	9	James Weaver	16	Porsche 962C	Rain X	GT	22	Clutch
19	3	Juan M. Fangio II	98	Toyota Eagle	All American Racers	GT	11	Mechanical
20	10	Brian Bonner	4	Chevrolet Spice	Applebee's	GT	8	Suspension
21	15	David Tennyson	19	Ferrari Spice	Denon America	L	2	Electrical

Purse: $166,675
Winner's Share: $30,500
Time of Race: 1:32:05.319
Winning Speed: 122.491 mph (Record)
Lights Winning Speed: 107.303 mph (Record)
Margin of Victory: 19.945 seconds
Fastest GT Qualifier: #2–Davy Jones: 128.776 mph (1:51.822) (Record)
Fastest Lights Qualifier: #80–Ruggero Melgrati: 116.039 mph (2:04.096) (Record)
Fastest GT Lap: #1–Chip Robinson (125.488 mph on 21st lap) (Record)
Fastest Lights Lap: #80–Ruggero Melgrati (114.097 mph on 34th lap) (Record)
Lap Leaders: #2 (1-24, 26-47); #1 (25)

Del Mar Fairgrounds / October 13, 1991

CAMEL GRAND PRIX OF GREATER SAN DIEGO PRESENTED BY NISSAN, DEL MAR, CALIF., 92 LAPS/147.2 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	Juan M. Fangio III	99	Toyota Eagle	All American Racers	GT	92	Running
2	6	John Paul Jr.	10	Pontaic Spice	Wynn's	GT	92	Running
3	2	Geoff Brabham	83	Nissan NPT-91	Nissan Performance	GT	92	Running
4	8	Martin Brundle	3	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	91	Running
5	5	Perry McCarthy	33	Chevrolet Spice	Danka	GT	91	Running
6	10	Brian Bonner/Jeff Purner	4	Chevrolet Spice	Applebee's	GT	88	Running
7	12	Parker Johnstone	49	Acura Spice	Acura/B.F. Goodrich	L	87	Running
8	4	Chip Robinson	84	Nissan NPT-91	Nissan Performance	GT	86	Running
9	13	David Tennyson	19	Ferrari Spice	Denon America	L	86	Running
10	15	Ruggero Melgrati	48	Acura Spice	Acura/B.F. Goodrich	L	86	Running
11	17	James Weaver	16	Porsche 962	Rain X	GT	84	Running
12	16	Ken Knott/Andy Evans	8	Buick Kudzu	Essex Racing	L	83	Running
13	7	Davy Jones	2	Jaguar XJR-16	Bud Light/Jaguar Racing	GT	79	Running
14	9	Charles Zwolsman/Cor Euser	88	Ford Spice	Euro Racing	GT	76	Suspension
15	1	Wayne Taylor	64	Chervrolet Intrepid	EDS/ICI	GT	60	Clutch
16	14	Jim Pace	9	Buick Kudzu	Essex Racing	L	52	Running
17	18	Philippe de Henning/Paul Debban	17	Buick Spice	Dianetics/EZ Up Flag	L	47	Mechanical
18	11	Jeff Kline	51	Chevrolet Spice	Applebee's	GT	41	Engine
19	19	Rocky Moran	98	Toyota Eagle MK III	All American Racers	GT	25	Accident

Purse: $261,000
Winner's Share: $130,000
Time of Race: 1:46:00.418
Winning Speed: 83.315 mph (Record)
Lights Winning Speed: 78.39 mph (Record)
Margin of Victory: 14.172 seconds
Fastest GT Qualifier: #64–Wayne Taylor: 96.961 mph (59.405) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 85.55 mph (1:05.048) (Record)
Fastest GT Lap: #64–Wayne Taylor (94.347 mph on 52nd lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (86.342 mph on eighth lap) (Record)
Lap Leaders: #83 (1-12, 27-38, 60-61); #64 (13-26); #84 (39-59); #99 (62-92)

1991 Champions and Award Winners

GT Champion: Geoff Brabham
Manufacturers' Champion: Nissan
Lights Champion: Parker Johnstone
Lights Manufacturers' Champion: Acura
Mechanic of the Year: Kris Mellon (Comptech Acura)
Most Improved Driver: Jim Pace

Daytona International Speedway / January 31-February 1, 1992

ROLEX 24 AT DAYTONA, DAYTONA BEACH, FLA., 762 LAPS/2,712.72 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Masahiro Hasemi/Kazuyoshi Hoshino/Toshio Suzuki	23	Nissan R91 CP	Nissan Motorsports International	LeM	762	Running
2	7	Davy Jones/David Brabham/Scott Pruett/Scott Goodyear	2	Jaguar XJR-12D	Bud Light/Jaguar Racing	GT	753	Running
3	9	H. Haywood/Eje Elgh/Roland Ratzenberger/Scott Brayton	52	Porsche 962	Team 0123	GT	749	Running
4	6	Rocky Moran/P.J. Jones/Mark Dismore	98	Toyota Eagle MKIII	All American Racers	GT	739	Running
5	14	P. Johnstone/Dan Marvin/Jimmy Vasser/Steve Cameron	49	Acura Spice	Acura	L	681	Running
6	17	Andy Evans/Fermin Velez/Lon Bender/Dominic Dobson	44	Buick Kudzu	Scandia Motorsports	L	654	Running
7	37	Dick Greer/Al Bacon/Peter Uria/Mike Mees	82	Mazda RX-7	Wendy's	GTU	636	Running
8	5	Volker Weidler/Mauro Martini/Jeff Krosnoff	27	Nissan R91 CP	Nova Engineering	LeM	635	Running
9	19	Wally Dallenbach Jr./Dorsey Schroeder/Robby Gordon	15	Ford Mustang	Whistler Mustang	GTS	614	Engine
10	20	D. Brassfield/George Robinson/Jeff Kline/Paul Gentilozzi	51	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	590	Running
11	1	Juan M. Fangio II/Andy Wallace/Kenny Acheson	99	Toyota Eagle MKIII	All American Racers	GT	584	Running
12	35	Eduardo Dibos/Juan Dibos/Raul Orlandini	24	Mazda MX-6	Alberti Motorsports	GTU	573	Running
13	31	Bob Leitzinger/D. Loring/Chuck Kurtz/Butch Leitzinger	95	Nissan 240SX	Fast Color Auto Art	GTU	566	Running
14	21	Jim Stevens/Calvin Fish/Mark Martin/Robbie Buhl	11	Ford Mustang	Whistler Mustang	GTS	539	Running
15	28	David Loring/Chuck Kurtz/Don Robson/Don Knowles	96	Nissan 240SX	Fast Color Auto Art	GTU	538	Running
16	15	Jeremy Dale/Johnny O'Connell/John Morton	75	Nissan 300ZX	Nissan	GTS	531	Running
17	36	O. Kimbrough/Mark Montgomery/Robert McElheny/ Gary Swanander/Jon Lewis/Raan Rodriguez/H. Overbagh	50	Chevrolet Camaro	Slick 50	GTS	529	Running
18	39	Joe Pezza/Jack Refenning/Alex Padilla/John Sheldon	26	Porsche 911	Border Cantina	GTU	506	Running
19	3	H. Stuck/Frank Jelinski/G. Moretti/Henri Pescarolo	30	Porsche 962C	Momo	GT	503	Electrical
20	34	John Fergus/Bob Akin Jr./Neil Hannemann	0	Dodge Daytona	Infinity/Dodge/FTR	GTU	471	Running
21	32	Rob Wilson/Lucio Bernal/Felipe Solano/Miguel Morejon	37	Mazda MX-6	Botero Racing	GTU	465	Mechanical
22	44	K. Painter/R. Borders/J. Annis/R. Kahn/John Macaluso	21	Chevrolet Camaro	Western Chemical	GTS	465	Mechanical
23	47	Jay Kjoller/Steve Volk/Robin Boone	72	Porsche 911	Renntech Per System	GTU	432	Running
24	24	Howard Katz/John Grooms/Frank Jellinek/Jim Downing	36	Mazda Kudzu	Downing/Atlanta	L	426	Running
25	48	Paul Mazzacane/H. Brosnaham/S. Burgner/Bobby Scolo	67	Chevrolet Camaro	Mazkar Racing	GTS	389	Running
26	8	Bob Wollek/Pascal Fabre/Lionel Robert	13	Porsche Courage	Radio Nostalgie	LeM	387	Accident
27	33	Uli Bieri/Vito Scavone/Heinz Wirth/Andrew Hepworth	33	Ferrari Tiga	Molson Take Care	L	349	Engine
28	45	F. Delvecchio/J. Danaher/B. Sargis/M. Kent/R. Kryder	57	Nissan 240SX	Kryderacing	GTU	345	Running
29	4	John Winter/Massimo Sigala/Oscar Larrauri/B. Schneider	7	Porsche 962C	Torno	GT	327	Engine
30	46	S. Shalala/A. Toennis/T. McAdam/C. Monk/D. Pastorini	58	Porsche 911	Pro-Technik	GTU	313	Running
31	22	Irv Hoerr/Jack Baldwin	41	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	312	Mechanical
32	29	Dale Kreider/Bill Adams/John Duke/Jon Gooding	25	Oldsmobile Cutlass	QMI Oil Treatment	GTS	289	Engine
33	25	Mel Butt/Ron Zitza/Tommy Johnson/Rob Robertson	6	Buick Tiga	MAB Racing	L	279	Engine
34	12	Geoff Brabham/Chip Robinson/Bob Earl/Arie Luyendyk	83	Nissan R90 C	Nissan Performance Tech	GT	272	Engine
35	10	Francois Migault/Tomas Lopez/David Tennyson	12	Porsche Courage	Radio Nostalgie	GT	220	Engine
36	43	Henry Camferdam/Phil Krueger/Gary Drummond	05	Mazda MX-6	Support Net Racing	GTU	214	Mechanical
37	11	Wayne Taylor/Jeff Purner/Hugh Fuller/Hideshi Matzuda	4	Chevrolet Spice	Applebee's	GT	213	Engine
38	26	Richard McDill/Bill McDill/Tom Juckette/Chris Schneider	35	Chevrolet Camaro	Martini & Rossi	GTS	204	Running
39	42	Brad Hoyt/Andy Pilgrim/John Petrick	69	Mazda RX-7	North Coast Racing	GTU	195	Engine
40	16	Costas Los/Bob Lesnett/Kazuo Shimizu/Ruggero Melgrati	48	Acura Spice	Acura	L	168	Gear Box
41	13	Derek Daly/Steve Millen/Geoff Brabham	84	Nissan R90 C	Nissan Performance Tech	GT	150	Accident
42	18	Johnny O'Connell/John Morton	76	Nissan 300ZX	Nissan	GTS	144	Electrical
43	23	Charles Morgan/Jim Pace/Ken Knott	9	Buick Kudzu	Essex Racing	L	129	Accident
44	27	Carlos Bobeda/Ken Parschauer	17	Buick Spice	Carlos Bobeda Racing	L	125	Accident
45	41	Jack Lewis/Taylor Robertson/Bill Ferran	73	Porsche 911	Jack Lewis Enterprises	GTU	115	Engine
46	40	Bob Schader/Phil Mahre	55	Mazda MX-6	GTE Mobilnet/Motorola	GTU	94	Accident
47	38	Amos Johnson/Scott Hoerr	71	Oldsmobile Achieva	Oldsmobile Motorsports	GTU	89	Engine
48	49	Johnny Unser	40	Ford Alba	Molson Take Care	L	47	Mechanical
49	30	Luis Sereix	22	Chevrolet Camaro	J&B Motorsports	GTS	32	Engine

Purse: $385,600
Winners' Share: $73,000
Time of Race: 24:01:41.598
Winning Speed: 112.897 mph (Record)
GT Winning Speed: 111.497 mph
Lights Winning Speed: 100.881 mph (Record)
GT Supreme Speed: 101.722 mph
GTU Winning Speed: 94.336 mph
Margin of Victory: Nine laps, 51.063 seconds
Fastest GT Qualifier: #99–Juan M. Fangio II: 133.695 mph (1:35.86) (Record)
Fastest Le Mans Qualifier: #23–Masahiro Hasemi: 132.852 (1:36.468) (Record)
Fastest Lights Qualifier: #48–Parker Johnstone: 118.887 mph (1:47.779) (Record)
Fastest GT Supreme Qualifier: #75–John Morton: 118.058 mph (1:48.556)
Fastest GTU Qualifier: #96–David Loring: 109.117 mph (1:57.451) (Record)
Fastest GT Lap: #99–Juan M. Fangio II (126.962 mph on seventh lap) (Record)
Fastest Le Mans Lap: #23–Masahiro Hasemi (130.118 mph on fifth lap) (Record)
Fastest Lights Lap: #48–Parker Johnstone (115.45 mph on 24th lap) (Record)
Fastest GT Supreme Lap: #76–John Morton (114.292 mph on sixth lap)
Fastest GTU Lap: #96–David Loring (103.209 mph on 29th lap)
Lap Leaders: #23 (1-29, 33-59, 66-90, 99-130, 132-196, 273-762); #30 (30-31); #83 (32, 60-65, 91-98, 131, 197-272)

Miami Grand Prix Street/Road Circuit / February 23, 1992

TOYOTA GRAND PRIX OF MIAMI, MIAMI, FLA., 99 LAPS/185.427 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Geoff Brabham	83	Nissan NPT-91	Nissan Performance	GT	99	Running
2	8	Wayne Taylor	5	Chevrolet GTP	Applebee's	GT	97	Running
3	5	Chip Robinson/Bob Earl	84	Nissan NPT-91	Nissan Performance	GT	97	Running
4	10	Bernd Schneider/Oscar Larrauri	7	Porsche 962	Torno	GT	96	Running
5	9	David Tennyson	19	Chevrolet Spice	Denon Spice	GT	95	Running
6	1	Davy Jones	2	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	91	Mechanical
7	13	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura	L	91	Running
8	14	Gianpiero Moretti/Massimo Sigala	30	Porsche 962	Momo	GT	90	Running
9	7	Charles Zwolsman/Cor Euser	33	Chevrolet Spice	Euro Racing	GT	89	Running
10	17	Charles Morgan/Fermin Velez	45	Buick Kudzu	Scandia Motorsports	L	82	Running
11	3	Tom Kendall	12	Chevrolet GTP	EDS Chevrolet	GT	59	Engine
12	12	John Paul Jr./Albert Naon	66	Porsche Gunnar 966	Swap Shot/Balado	GT	55	Engine
13	15	Bobby Brown/Albert Naon	43	Buick Tiga	Alisyn Pro 21	L	41	Mechanical
14	4	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	21	Mechanical
15	11	Francois Migault	4	Chevrolet GTP	Applebee's	GT	19	Brakes
16	16	Andy Evans	44	Buick Kudzu	Scandia Motorsports	L	10	Electrical
17	6	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	0	Accident

Purse: $173,300
Winner's Share: $50,500
Time of Race: 2:00:52.711
Winning Speed: 92.04 mph (Record)
Lights Winning Speed: 83.87 (Record)
Margin of Victory: Two laps, one minute, .201 seconds
Fastest GT Qualifier: #2–Davy Jones: 103.097 mph (1:05.402) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 92.759 (1:12.691) (Record)
Fastest GT Lap: #2–Davy Jones (98.898 mph on 19th lap) (Record)
Fastest Lights Lap: #45–Charles Morgan (89.93 mph on 68th lap) (Record)
Lap Leaders: #2 (1-33, 55-63); #83 (34-54; 69-99)

Sebring International Raceway / March 21, 1992

CONTAC 12 HOURS OF SEBRING PRESENTED BY CAMEL, SEBRING, FLA., 360 LAPS/1,332 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	5	Juan M. Fangio II/Andy Wallace	99	Toyota Eagle MKIII	All American Racers	GT	360	Running
2	2	Geoff Brabham/Derek Daly/Arie Luyendyk/Gary Brabham	83	Nissan NPT-91	Nissan Performance	GT	355	Mechanical
3	7	G. Moretti/Massimo Sigala/O. Larrauri/Bernd Schneider	30	Porsche 962C	Momo Racing	GT	345	Running
4	10	Davy Jones/David Brabham	2	Jaguar XJR-12D	Bud Light/Jaguar Racing	GT	338	Running
5	20	Howard Katz/Jim Downing/Tim McAdam	36	Mazda Kudzu	Downing Atlanta	L	314	Running
6	15	Charles Morgan/Tommy Riggins	45	Buick Kudzu	Scandia Motorsports	L	308	Running
7	19	D. Brassfield/George Robinson/Paul Gentilozzi/Irv Hoerr	51	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	302	Running
8	22	David Loring/John Paul Jr.	96	Nissan 240SX	Fast Color Auto Art	GTU	301	Running
9	24	Bob Leitzinger/Butch Leitzinger/Chuck Kurtz	95	Nissan 240SX	Fast Color Auto Art	GTU	297	Running
10	6	P.J. Jones/Rocky Moran	98	Toyota Eagle MKIII	All American Racers	GT	294	Running
11	18	Jeremy Dale/John Morton/Steve Millen	76	Nissan 300ZX	Nissan	GTS	285	Running
12	28	Dick Greer/Al Bacon/Peter Uria/Mike Mees	82	Mazda RX-7	Wendy's	GTU	278	Running
13	37	Jack Lewis/Bill Ferran/Joe Cogbill	73	Porsche 911	Jack Lewis Enterprises	GTU	276	Running
14	41	Sam Shalala/Bill Sargis/Andre Toennis/Dan Pastorini	58	Porsche 911	Pro-Technik Inc.	GTU	266	Running
15	25	Luis Sereix/Daniel Urrutia/Jorge Polanco/John Josey	22	Chevrolet Camaro	J&B Motorsports	GTS	259	Running
16	32	Richard McDill/Bill McDill/Tom Juckette	35	Chevrolet Camaro	Martini & Rossi	GTS	252	Running
17	13	Costas Los/Ruggero Melgrati/Parker Johnstone	48	Acura Spice	Acura	L	250	Engine
18	26	John Fergus/Don Walker/Neil Hannemann	0	Dodge Daytona	Infinity/Dodge/FTR	GTU	249	Running
19	30	Gary Smith/Gene Whipp/Albert Ruiz	23	Pontiac Grand Prix	Gary Smith	GTS	248	Mechanical
20	48	Mel Butt/Ron Zitza/Tommy Johnson/Robert Robertson	6	Buick Tiga	MAB Racing	L	245	Running
21	39	Joe Pezza/Jack Refenning/Butch Hamlet	26	Porsche 911	Border Cantina/Job Racing	GTU	240	Engine
22	38	Kent Painter/Robert Borders/Ed Delong	21	Chevrolet Camaro	Western Chemical	GTS	238	Running
23	36	O.Kimbrough/M.Montgomery/R. McElheny/H. Overbagh	29	Chevrolet Camaro	OMR Engines	GTS	238	Running
24	1	Chip Robinson/Bob Earl/Arie Luyendyk	84	Nissan NPT-91	Nissan Performance	GT	227	Mechanical
25	4	John Winter/Frank Jelinski/Bernd Schneider	7	Porsche 962C	Torno	GT	221	Engine
26	14	Andy Evans/Fermin Velez/Jay Cochran	44	Buick Kudzu	Scandia Motorsports	L	221	Mechanical
27	33	J. Annis/L. Beall/Dick Downs/L. Schumacher/B. Deeks	12	Chevrolet Lumina	Contac 12 Hour	GTS	208	Running
28	31	Eduardo Dibos/Juan Dibos/Raul Orlandini	34	Mazda MX-6	Alberti Motorsports	GTU	199	Running
29	17	Paul Gentilozzi/Irv Hoerr/Jack Baldwin	41	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	185	Engine
30	47	Rudy Bartling/Ahmad Khodkar/Ray Brezinka	39	Porsche 911	Fischbach Hi-Tech	GTU	183	Engine
31	40	P. Mazzacane/B. Shinder/C. Edwards/Peter Argetsinger	67	Chevrolet Camaro	Mazkar Racing	GTS	154	Running
32	42	Duke McLaughlin/Frank Delvecchio/Joe Danaher	57	Nissan 240SX	Kryderacing	GTU	139	Mechanical
33	16	John Morton/Johnny O'Connell	75	Nissan 300ZX	Nissan	GTS	117	Engine
34	11	W. Taylor/Francois Migault/Hugh Fuller/David Tennyson	4	Chevrolet Spice	Applebee's	GT	111	Mechanical
35	49	Dale Kreider/Jon Gooding/Nort Northam	25	Oldsmobile Cutlass	QMI Oil Treatment	GTS	104	Mechanical
36	34	Art Cross/Bobby Scolo	54	Chevrolet Camaro	Art Cross Racing	GTS	72	Mechanical
37	43	David Duda/Mike Speakman	80	Nissan 300ZX	David Duda	GTU	68	Engine
38	35	Bob Schader/Steve Mahre/Phil Mahre	55	Mazda MX-6	GTE Mobilnet/Motorola	GTU	60	Engine
39	12	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura	L	55	Engine
40	23	Gene Felton/Jerry Nadeau	65	Chevrolet Beretta	Waxoyl	GTS	48	Mechanical
41	21	Hurley Haywood/Bob Carradine	59	Porsche Gunnar 966	Brumos Porsche	GT	45	Electrical
42	44	Don Arpin/Rob Vining/Edward Davin	8	Chevrolet Camaro	General Kinetics	GTS	42	Mechanical
43	8	Gary Brabham	1	Nissan NPT-91	Nissan Performance	GT	20	Out
44	29	Henry Camferdam	9	Mazda MX-6	Support Net Racing	GTU	11	Mechanical
45	46	Jim Pace/Bobby Waddell	15	Chevrolet Lumina	Tim Banks	GTS	9	Mechanical
46	27	Rob Wilson	37	Mazda MX-6	Botero Racing	GTU	8	Engine
47	3	Perry McCarthy	5	Chevrolet GTP	Applebee's	GT	7	Mechanical
48	45	Heinz Wirth	40	Ford Alba	Bieri Racing	L	3	Mechanical

Purse: $325,650
Winners' Share: $70,500
Time of Race: 12:01:47.692
Winning Speed: 110.724 mph (Record)
Lights Winning Speed: 96.289 mph
GT Supreme Winning Speed: 92.662 mph
GTU Winning Speed: 92.238 mph
Margin of Victory: Five laps, 41.852 seconds
Fastest GT Qualifier: #99–Juan M. Fangio II: 123.328 mph (1:48.004) (Record)

Fastest Lights Qualifier: #49–Parker Johnstone: 113.179 mph (1:57.69) (Record)
Fastest GT Supreme Qualifier: #75–Steve Millen: 109.235 mph (2:01.939) (Record)
Fastest GTU Qualifier: #59–David Loring: 100.261 mph (2:12.853) (Record)
Fastest GT Lap: #83–Geoff Brabham (121.465 mph on 193rd lap)
Fastest Lights Lap: #49–Parker Johnstone (109.601 on fourth lap)
Fastest GT Supreme Lap: #41–Irv Hoerr (107.425 mph on second lap) (Record)
Fastest GTU Lap: #96–David Loring (97.007 mph on 44th lap) (Record)
Lap Leaders: #98 (1-3); #84 (4-15, 25-27, 126-145, 149-171, 174-190, 205-225); #83 (16-19, 28, 53-66, 77-125, 146-148, 172-173, 191-204, 226-251); #99 (20-24, 30-52, 67-76, 252-360); #30 (29)

Road Atlanta / April 26, 1992

NISSAN GRAND PRIX OF ATLANTA, BRASELTON, GA., 63 LAPS/158.76 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Davy Jones	2	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	63	Running
2	5	Tom Kendall	12	Chevrolet GTP	EDS/Chevrolet	GT	63	Running
3	11	Francois Migault/Hugh Fuller	4	Chevrolet GTP	Applebee's	GT	61	Running
4	7	Oscar Larrauri	7	Porsche 962C	Torno	GT	60	Running
5	17	David Tennyson/Wayne Taylor	19	Chevrolet Spice	Denon America	GT	60	Running
6	10	Gianpiero Moretti	30	Porsche 962C	Momo	GT	60	Running
7	12	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura	L	59	Running
8	13	Andy Evans/Fermin Velez	44	Buick Kudzu	Scandia Motorsports	L	59	Running
9	14	Tommy Riggins/Charles Morgan	45	Buick Kudzu	Scandia Motorsports	L	59	Running
10	3	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	58	Running
11	16	Bob Schader/Lon Bender	9	Buick Spice	GTE Mobilnet/Motorola	L	56	Running
12	15	David Rocha/Mark Rodrigues	55	Buick Spice	Fuji Film	L	56	Running
13	4	Geoff Brabham	83	Nissan NPT-91A	Nissan Performance	GT	55	Accident
14	2	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	54	Running
15	9	Price Cobb	77	Mazda RX-792P	Mazda Motorsports	GT	44	Running
16	6	Chip Robinson	84	Nissan NPT-91A	Nissan Performance	GT	14	Accident
17	8	Jeff Purner	5	Chevrolet GTP	Danka	GT	11	Mechanical

Purse: $174,850
Winner's Share: $50,500
Time of Race: 1:38:39.075
Winning Speed: 96.558 mph
Lights Winning Speed: 89.256 mph
Margin of Victory: Three minutes, 8.344 seconds
Fastest GT Qualifier: #2–Davy Jones: 134.563 mph (1:07.418) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 118.461 mph (1:16.461) (Record)
Fastest GT Lap: #2–Davy Jones (132.17 mph on 28th lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (117.637 mph on 39th lap) (Record)
Lap Leaders: #2 (1-63)

Lime Rock Park / May 25, 1992

TOYOTA TRUCKS PRESENTS THE LIME ROCK GRAND PRIX, LIME ROCK, CONN., 140 LAPS/215.6 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	140	Running
2	4	Geoff Brabham/Chip Robinson	83	Nissan NPT-91B	Nissan Performance	GT	139	Running
3	7	Pete Halsmer	78	Mazda RX-792P	Mazda Motorsports	GT	137	Running
4	6	Price Cobb	77	Mazda RX-792P	Mazda Motorsports	GT	137	Running
5	9	David Tennyson	19	Chevrolet Spice	Denon America	GT	137	Running
6	8	Oscar Larrauri	7	Porsche 962C	Torno	GT	132	Running
7	11	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura/B.F. Goodrich	L	129	Running
8	15	Jim Downing/Tim McAdam	63	Buick Kudzu	Bel-Ray Oil	L	125	Running
9	16	David Rocha/Mark Rodrigues	55	Buick Spice	Fuji Film	L	123	Running
10	12	Andy Evans/Fermin Velez	44	Buick Kudzu	Scandia Motorsports	L	112	Mechanical

11	17	Bob Schader/Tom Hessert	9	Buick Spice	GTE Mobilnet/Motorola	L	107	Mechanical
12	14	Claude Brana/Francois Migault	6	Chevrolet Spice	First Contact	GT	99	Gear Box
13	18	Tom Kendall	12	Chevrolet GTP	EDS/Chevrolet	GT	89	Mechanical
14	3	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	82	Electrical
15	10	Gianpiero Moretti	30	Porsche 962C	Momo	GT	76	Mechanical
16	13	Charles Morgan	45	Buick Kudzu	Scandia Motorsports	L	55	Engine
17	5	Wayne Taylor	5	Chevrolet GTP	Danka	GT	27	Electrical
18	1	Davy Jones	2	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	19	Accident

Purse: $156,700
Winner's Share: $30,500
Time of Race: 2:00:01.28
Winning Speed: 107.781 mph
Lights Winning Speed: 98.643 mph
Margin of Victory: One lap, 2.181 seconds
Fastest GT Qualifier: #2–Davy Jones: 126.043 mph (43.985) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 110.944 mph (49.971)
Fastest GT Lap: #2–Davy Jones (120.897 mph on 14th lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (108.829 mph on fourth lap) (Record)
Lap Leaders: #99 (1-11, 20-23, 53-140); 2 (12-19); #83 (24-52)

Mid-Ohio Sports Car Course / May 31, 1992

NISSAN GRAND PRIX OF OHIO, LEXINGTON, OHIO, 82 LAPS/184.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Davy Jones	2	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	82	Running
2	2	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	82	Running
3	3	Geoff Brabham	83	Nissan NPT-91B	Nissan Performance	GT	81	Running
4	14	Tom Kendall	12	Chevrolet GTP	EDS/Chevrolet	GT	81	Running
5	6	Oscar Larrauri	7	Porsche 962C	Torno	GT	81	Running
6	7	Price Cobb	77	Mazda RX-792P	Mazda Motorsports	GT	80	Running
7	5	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	80	Running
8	4	David Tennyson	19	Chevrolet Spice	Denon America	GT	80	Running
9	8	Pete Halsmer	78	Mazda RX-792P	Mazda Motorsports	GT	79	Running
10	13	Andy Evans/Fermin Velez	44	Buick Kudzu	Scandia Motorsports	L	74	Running
11	11	Charles Morgan/Tommy Riggins	45	Buick Kudzu	Scandia Motorsports	L	74	Running
12	12	Ruggero Melgrati/Costas Los	48	Acura Spice	Acura/B.F. Goodrich	L	74	Running
13	10	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura/B.F. Goodrich	L	73	Running
14	15	Jim Downing/Tim McAdam	63	Buick Kudzu	Bel-Ray Oil	L	72	Running
15	18	Bob Schader/Tom Hessert	9	Buick Spice	GTE Mobilnet/Motorola	L	70	Running
16	16	David Rocha/Mark Rodrigues	35	Buick Spice	Fuji Film	L	70	Running
17	9	Gianpiero Moretti/Massimo Sigala	30	Porsche 962C	Momo	GT	42	Accident
18	17	Bobby Brown/Craig Carter	43	Buick Tiga	Ultratech Plastics	L	3	Mechanical

Purse: $155,700
Winner's Share: $30,500
Time of Race: 2:01:19.318
Winning Speed: 91.245 mph
Lights Winning Speed: 82.134 mph
Margin of Victory: One minute, 25.486 seconds
Fastest GT Qualifier: #2–Davy Jones: 115.952 mph (1:09.856) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 102.017 mph (1:19.398)
Fastest GT Lap: #2–Davy Jones (94.484 mph on 68th lap)
Fastest Lights Lap: #48–Ruggero Melgrati (86.308 mph on fifth lap)
Lap Leaders: #2 (1-82)

New Orleans Street Circuit / June 14, 1992

GRAND PRIX DU MARDI GRAS, NEW ORLEANS, LA., 89 LAPS/127.27 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	89	Running
2	3	Geoff Brabham	84	Nissan NPT-91B	Nissan Performance	GT	89	Running
3	5	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	89	Running
4	2	Davy Jones	2	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	89	Running
5	6	Tom Kendall	12	Chevrolet GTP	EDS/Chevrolet	GT	86	Running
6	14	Gianpiero Moretti/John Paul Jr.	30	Porsche 962C	Momo	GT	85	Running
7	10	Jeff Purner	4	Chevrolet GTP	Applebee's	GT	83	Mechanical
8	8	Oscar Larrauri/John Winter	7	Porsche 962C	Torno	GT	83	Running
9	12	Charles Morgan/Tommy Riggins	45	Buick Kudzu DG-2	Norwegian Cruise Line	L	83	Running
10	19	Fermin Velez/Andy Evans	44	Buick Kudzu DG-2	Norwegian Cruise Line	L	83	Running
11	13	Tim McAdam/Jim Downing	63	Buick Kudzu DG-2	Bel-Ray Oil	L	82	Running
12	4	David Tennyson	19	Chevrolet Spice	Denon America	GT	81	Mechanical
13	11	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura/B.F. Goodrich	L	81	Running
14	16	Mark Rodrigues/David Rocha	55	Buick Spice	Fuji Film	L	80	Running
15	17	Hugh Fuller	5	Chevrolet GTP	Applebee's	GT	79	Running
16	7	Price Cobb	77	Mazda RX-792P	Mazda Motorsports	GT	77	Running
17	18	Carlos Bobeda/Paul Debban	17	Buick Spice	Carlos Bobeda Racing	L	72	Running
18	9	Pete Halsmer	78	Mazda RX-792P	Mazda Motorsports	GT	23	Mechanical
19	15	Bob Schader	9	Buick Spice	GTE Mobilnet/Motorola	L	5	Mechanical

Purse: $183,700
Winner's Share: $35,500
Time of Race: 1:45:11.281
Winning Speed: 72.596 mph (Record)
Lights Winning Speed: 67.565 mph (Record)
Margin of Victory: 40.921 seconds
Fastest GT Qualifier: #99–Juan M. Fangio II: 83.234 mph (1:01.849) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 76.866 mph (1:06.973) (Record)
Fastest GT Lap: #2–Davy Jones (78.936 mph on 10th lap) (Record)
Fastest Lights Lap: #44–Fermin Velez (74.147 mph on ninth lap) (Record)
Lap Leaders: #99 (1-89)

Watkins Glen International / June 28, 1992

CAMEL CONTINENTAL, WATKINS GLEN, N.Y., 147 LAPS/360.15 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	147	Running
2	4	Price Cobb	77	Mazda RX-792P	Mazda Motorsports	GT	142	Running
3	1	Davy Jones	2	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	142	Running
4	7	Oscar Larrauri/John Winter	7	Porsche 962C	Torno	GT	141	Running
5	8	David Tennyson	19	Chevrolet Spice	Denon America	GT	139	Running
6	9	John Paul Jr./Gianpiero Moretti	30	Porsche 962C	Momo	GT	137	Running
7	10	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura/B.F. Goodrich	L	125	Mechanical
8	11	Fermin Velez/Andy Evans	44	Buick Kudzu DG-2	Norwegian Cruise Line	L	124	Running
9	13	Tim McAdam/Jim Downing	63	Buick Kudzu DG-2	Bel-Ray Oil	L	111	Running
10	17	Chip Robinson/Geoff Brabham	84	Nissan NPT-91B	Nissan Performance	GT	104	Engine
11	16	David Rocha/Mark Rodrigues	55	Buick Spice	Fuji Film	L	99	Engine
12	14	Bob Schader	9	Buick Spice	GTE Mobilnet/Motorola	L	75	Mechanical
13	12	Charles Morgan	45	Buick Kudzu DG-2	Norwegian Cruise Line	L	27	Engine
14	3	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	25	Mechanical
15	6	Pete Halsmer	78	Mazda RX-792P	Mazda Motorsports	GT	10	Mechanical
16	15	Wayne Taylor	6	BRM P351	Danka/BRM	GT	5	Mechanical
17	5	Geoff Brabham	83	Nissan NPT-91B	Nissan Performance	GT	1	Engine

Purse: $233,500
Winner's Share: $110,500
Time of Race: 2:45:23.234
Winning Speed: 130.657 mph (Record)
Lights Winning Speed: 113.138 mph (Record)
Margin of Victory: Five laps, 16.898 seconds
Fastest GT Qualifier: #2–Davy Jones: 150.334 mph (58.669) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 131.72 mph (1:06.96) (Record)
Fastest GT Lap: #2–Davy Jones (147.196 mph on 116th lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (127.77 on 64th lap) (Record)
Lap Leaders: #2 (1-109); #99 (110-147)

Laguna Seca Raceway / July 19, 1992

GRAND AUTO SUPPLY CAMEL GT PRESENTED BY TOYOTA, MONTEREY, CALIF., 94 LAPS/208.116 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Juan M. Fangio	99	Toyota Eagle MKIII	All American Racers	GT	94	Running
2	1	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	94	Running
3	3	Davy Jones	2	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	94	Running
4	6	Arie Luyendyk	3	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	92	Running
5	8	David Tennyson	19	Chevrolet Spice	Denon America	GT	91	Running
6	5	Chip Robinson	84	Nissan NPT-91B	Nissan Performance	GT	91	Running
7	9	Pete Halsmer	78	Mazda RX-792P	Mazda Motorsports	GT	89	Running
8	19	John Paul Jr.	10	Pontiac Spice	Wynn's	GT	88	Running
9	14	Ruggero Melgrati/Wayne Taylor	48	Acura Spice	Acura/B.F. Goodrich	L	85	Running
10	12	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura/B.F. Goodrich	L	84	Running
11	13	Andy Evans/Fermin Velez	44	Buick Kudzu DG-2	Norwegian Cruise Line	L	84	Running
12	15	Charles Morgan/Tommy Riggins	45	Buick Kudzu DG-2	Norwegian Cruise Line	L	84	Running
13	17	Bob Schader/Tom Hessert	9	Buick Spice	GTE Mobilnet/Motorola	L	84	Running
14	16	Jim Downing/Tim McAdam	63	Buick Kudzu DG-2	Bel-Ray Oil	L	82	Running
15	10	Price Cobb	77	Mazda RX-792P	Mazda Motorsports	GT	81	Running
16	18	Paul Debban/Steve Fossett	17	Buick Spice	Carlos Bobeda Racing	L	72	Running
17	7	Tom Kendall	12	Chevrolet GTP	EDS/Chevrolet	GT	31	Engine
18	11	John Winter/Oscar Larrauri	7	Porsche 962C	Torno/Joest Racing Porsche	GT	25	Mechanical
19	4	Geoff Brabham	83	Nissan NPT-91C	Nissan Performance	GT	14	Mechanical

Purse: $158,750
Winner's Share: $30,000
Time of Race: 2:00:03.189
Winning Speed: 104.012 mph (Record)
Lights Winning Speed: 93.37 mph (Record)
Margin of Victory: 15.7 seconds
Fastest GT Qualifier: #98–P.J. Jones: 111.796 mph (1:11.294) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 98.778 mph (1:20.69)
Fastest GT Lap: #99–Juan M. Fangio II (107.669 mph on fifth lap) (Record)
Fastest Lights Lap: #48–Ruggero Melgrati (96.056 on 35th lap) (Record)
Lap Leaders: #99 (1-94)

Portland International Raceway / July 26, 1992

G.I. JOE'S CAMEL GRAND PRIX PRESENTED BY NISSAN, PORTLAND, ORE., 109 LAPS/212.55 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	109	Running
2	1	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	109	Running
3	5	Chip Robinson	84	Nissan NPT-91B	Nissan Performance	GT	106	Running
4	6	David Tennyson	19	Chevrolet Spice	Denon America	GT	104	Running
5	9	Oscar Larrauri	7	Porsche 962C	Torno/Joest Porsche Racing	GT	103	Running
6	20	Geoff Brabham	83	Nissan NPT-91B	Nissan Performance	GT	102	Running
7	10	Gianpiero Moretti/John Paul Jr./Frank Biela	80	Porsche 962C	Momo/Joest Porsche Racing	GT	101	Running
8	11	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura/B.F. Goodrich	L	98	Running
9	13	Ruggero Melgrati/Wayne Taylor	48	Acura Spice	Acura/B.F. Goodrich	L	96	Running
10	18	Carlos Bobeda/Paul Debban	17	Buick Spice	Carlos Bobeda Racing	L	88	Running
11	15	Steve Cameron/David Rocha	55	Buick Spice	Fuji Film	L	82	Running
12	3	Davy Jones	2	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	70	Mechanical
13	19	Jim Downing/Tim McAdam	63	Buick Kudzu DG-2	Bel-Ray Oil	L	65	Gear Box
14	14	Charles Morgan	45	Buick Kudzu DG-2	Norwegian Cruise Line	L	63	Gear Box
15	7	Price Cobb	77	Mazda RX-792P	Mazda Motorsports	GT	61	Mechanical
16	8	Pete Halsmer	78	Mazda RX-792P	Mazda Motorsports	GT	42	Mechanical
17	4	Al Unser Jr.	15	Chevrolet GTP	Scandia Motorsports	GT	34	Engine
18	16	Tom Hessert	9	Buick Spice	GTE/Mobilnet	L	15	Engine
19	12	Fermin Velez	44	Buick Kudzu DG-2	Norwegian Cruise Line	L	0	Gear Box

Purse: $159,900
Winner's Share: $70,500
Time of Race: 2:00:39.3
Winning Speed: 105.698 mph (Record)
Lights Winning Speed: 94.458 mph (Record)
Margin of Victory: 6.222 seconds
Fastest GT Qualifier: #99–Juan M. Fangio II: 116.313 mph (1:00.354) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 102.872 mph (1:08.24) (Record)
Fastest GT Lap: #98–P.J. Jones (113.103 mph on 10th lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (99.083 mph on fifth lap) (Record)
Lap Leaders: #99 (1-70); #98 (71-109)

Road America / August 9, 1992

NISSAN GRAND PRIX OF ROAD AMERICA, ELKHART LAKE, WIS., 63 LAPS/252 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Juan Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	63	Running
2	2	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	63	Running
3	4	Geoff Brabham	83	Nissan NPT-91C	Nissan Performance	GT	62	Running
4	6	Price Cobb	77	Mazda RX-792P	Mazda Motorsports	GT	62	Running
5	8	Pete Halsmer	78	Mazda RX-792P	Mazda Motorsports	GT	61	Running
6	9	Gianpiero Moretti/John Paul Jr.	30	Porsche 962C	Momo/Joest Porsche Racing	GT	61	Running
7	7	Oscar Larrauri/John Winter	7	Porsche 962C	Torno/Joest Porsche Racing	GT	61	Running
8	12	Charles Morgan/Tommy Riggins	45	Buick Kudzu DG-2	Norwegian Cruise Line	L	56	Running
9	14	Jim Downing/Tim McAdam	63	Buick Kudzu DG-2	Bel-Ray Oil	L	55	Running
10	13	Fermin Velez/Andy Evans	44	Buick Kudzu DG-2	Norwegian Cruise Line	L	55	Running
11	15	Tom Hessert/Bob Schader	9	Buick Spice	GTE Mobilnet/Motorola	L	55	Running
12	16	John Grooms/Frank Jellinek	36	Mazda Kudzu	Erie Scientific	L	50	Running
13	10	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura/B.F. Goodrich	L	38	Engine
14	11	Ruggero Melgrati/Wayne Taylor	48	Acura Spice	Acura/B.F. Goodrich	L	33	Engine
15	5	Tom Kendall	12	Chevrolet GTP	EDS/Chevrolet	GT	7	Suspension

Purse: $147,700
Winner's Share: $30,500
Time of Race: 2:01:16.04
Winning Speed: 124.683 mph (Record)
Lights Winning Speed: 110.468 mph
Margin of Victory: .524 seconds
Fastest GT Qualifier: #99–Juan M. Fangio: 133.441 mph (1:47.913) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 115.36 mph (2:04.827)
Fastest GT Lap: #99–Juan M. Fangio II (132.178 mph on 15th lap) (Record)
Fastest Lights Lap: #45–Charles Morgan (114.181 mph on 29th lap) (Record)
Lap Leaders: #99 (1-40, 48-63); #98 (41-47)

Phoenix International Raceway / October 4, 1992

THE CHECKER IMSA CAMEL GT GRAND PRIX, PHOENIX, ARIZ., 127 LAPS/190.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	127	Running
2	3	Davy Jones	2	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	127	Running
3	4	Geoff Brabham	83	Nissan NPT-91C	Nissan Performance	GT	125	Running
4	11	Ruggero Melgrati/Parker Johnstone	48	Acura Spice	Acura/B.F. Goodrich	L	119	Running
5	12	Charles Morgan/Tommy Riggins	45	Buick Kudzu DG-2	NCL/Perry Ellis	L	118	Running
6	17	Dominic Dobson/David Rocha	12	Buick Spice	Schick Tracer	L	117	Running
7	8	John Paul Jr./Gianpiero Moretti	30	Porsche 962C	Momo/Joest Porsche Racing	GT	116	Running
8	15	Mario Hytten	00	BMW Urd	Marker/Bauer	GT	115	Running
9	13	Tim McAdam/Jim Downing	63	Buick Kudzu DG-2	Bel-Ray Oil	L	115	Running
10	16	Tom Hessert/Bob Schader	9	Buick Spice	GTE Mobilnet/Motorola	L	110	Running
11	5	Price Cobb	77	Mazda RX-792P	Mazda Motorsports	GT	107	Gear Box
12	1	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	104	Running
13	9	Francois Migault/Jeff Purner	4	Chevrolet GTP	Datastorm	GT	91	Mechanical
14	14	Andy Evans/Fermin Velez	44	Buick Kudzu DG-2	NCL/Perry Ellis	L	78	Accident
15	7	Oscar Larrauri	7	Porsche 962C	Torno/Joest Porsche Racing	GT	58	Gear Box
16	10	Dan Marvin	49	Acura Spice	Acura/B.F. Goodrich	L	18	Engine
17	6	Jeff Purner/Michael Dow	5	Chevrolet GTP	NJR/Point S.	GT	15	Out

Purse: $155,300
Winner's Share: $31,500
Time of Race: 2:00:38.745
Winning Speed: 94.74 mph (Record)
Lights Winning Speed: 88.231 mph (Record)
Margin of Victory: 42.854 seconds
Fastest GT Qualifier: #98–P.J. Jones: 108.719 mph (49.669) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 98.608 mph (54.762) (Record)
Fastest GT Lap: #99–Juan M. Fangio II (106.519 mph on fourth lap) (Record)
Fastest Lights Lap: #49–Dan Marvin (95.979 mph on seventh lap) (Record)
Lap Leaders: #98 (1-24); #99 (25-127)

Del Mar Fairgrounds / October 11, 1992

VONS GRAND PRIX OF GREATER SAN DIEGO PRESENTED BY NISSAN, DEL MAR, CALIF., 114 LAPS/182.4 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	3	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	114	Running
2	6	Geoff Brabham	83	Nissan NPT-91C	Nissan Performance	GT	113	Running
3	2	Davy Jones	2	Jaguar XJR-14	Bud Light/Jaguar Racing	GT	112	Mechanical
4	7	Tom Kendall	12	Chevrolet GTP	EDS/Chevrolet	GT	107	Running
5	10	Francois Migault/Jeff Purner	4	Chevrolet GTP	Datastorm	GT	107	Running
6	12	Andy Evans/Fermin Velez	44	Buick Kudzu DG-2	NCL/Perry Ellis	L	106	Running
7	11	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura/B.F. Goodrich	L	106	Running
8	14	Charles Morgan/Tommy Riggins	45	Buick Kudzu DG-2	NCL/Perry Ellis	L	106	Running
9	15	Mario Hytten	00	BMW Urd	Marker/Bauer	GT	105	Running
10	13	Ruggero Melgrati/Wayne Taylor	48	Acura Spice	Acura/B.F. Goodrich	L	103	Running
11	18	Carlos Bobeda/Paul Debban	17	Buick Spice	Bama Pie	L	96	Running
12	16	Dominic Dobson/David Rocha	19	Buick Spice	Schick Tracer	L	93	Running
13	17	Jim Pace	9	Buick Spice	GTE Mobilnet/Motorola	L	61	Mechanical
14	5	John Paul Jr.	5	Chevrolet GTP	NJR/Point S.	GT	45	Mechanical
15	9	Pete Halsmer	78	Mazda RX-792P	Mazda Motorsports	GT	45	Mechanical
16	19	Tim McAdam	63	Buick Kudzu DG-2	Bel-Ray Oil	L	44	Mechanical
17	8	David Tennyson	32	Chevrolet Spice	Spice USA	GT	22	Mechanical
18	4	Price Cobb	77	Mazda RX-792P	Mazda Motorsports	GT	22	Mechanical
19	1	Juan M. Fangio Ii	99	Toyota Eagle MKIII	All American Racers	GT	17	Mechanical

Purse: $219,800
Winner's Share: $90,500
Time of Race: 2:01:03.988
Winning Speed: 90.397 mph (Record)
Lights Winning Speed: 83.332 mph (Record)
Margin of Victory: One lap, 17.321 seconds
Fastest GT Qualifier: #99–Juan M. Fangio II: 99.908 mph (57.653) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 90.068 mph (1:03.951) (Record)
Fastest GT Lap: #99–Juan M. Fangio II (95.468 mph on 15th lap) (Record)
Fastest Lights Lap: #49–Dan Marvin (86.76 mph on 104th lap) (Record)
Lap Leaders: #99 (1-11); #2 (12-55); #98 (56-114)

1992 Champions and Award Winners

GT Champion: Juan M. Fangio II
Manufacturers' Champion: Toyota
Lights Champion: Parker Johnstone
Lights Manufacturers' Champion: Acura
Mechanic of the Year: Mark Olson (Mazda #76, #77)
Most Improved Driver: P.J. Jones

Daytona International Speedway / January 31-February 1, 1993

ROLEX 24 AT DAYTONA, DAYTONA BEACH, FLA., 698 LAPS/2,484.88 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	P.J. Jones/Mark Dismore/Rocky Moran	98	Toyota Eagle MKIII	All American Racers	GT	698	Running
2	17	T. Kendall/W. Dallenbach Jr./Robby Gordon/Robbie Buhl	11	Ford Mustang	Roush Racing	GTS	688	Running
3	18	Jim Stevens/Mark Martin/John Fergus	15	Ford Mustang	Roush Racing	GTS	686	Running
4	16	Steve Millen/Johnny O'Connell/John Morton	1	Nissan 300ZX	Nissan	GTS	668	Running
5	9	Rob Dyson/James Weaver/P. Cobb/E. Forbes-Robinson	16	Porsche 962C	Rain X	GT	655	Running
6	4	Gianpiero Moretti/Derek Bell/J. Paul Jr./Massimo Sigala	30	Nissan NPTI 90-03	Momo	GT	645	Engine
7	22	Frank Jellinek/John Grooms/Jim Downing/Tim McAdam	36	Mazda Kudzu DG-1	Erie Scientific	L	645	Running
8	23	John Gooding/Joe Pezza/Bill Cooper	17	Ford Mustang	Pepsi	GTS	638	Running
9	39	Dick Greer/Al Bacon/Peter Uria/Mike Mees	82	Mazda RX-7	Wendy's	GTU	623	Running
10	6	Davy Jones/Scott Pruett/Scott Goodyear	2	Jaguar XJR-12D	Bud Light/Jaguar Racing	LeM	618	Engine
11	41	Ronny Meixner/Enzo Calderari/L. Pagotto/S. Angelastri	28	Porsche Carrera 2	Cigarette Racing	Inv	618	Running
12	34	J. Hamilton/P. Harholdt/R. Bentley/R. Mingay/J. Mirro	71	Mazda Tiga	Club Zed Motorsports	L	615	Running
13	48	Wolfgang Mathal/Oliver Mathal/Edgar Doren	27	Porsche Carrera 2	Porsche Club Hildesheim	Inv	596	Running
14	57	Stig Amthor/Phillppe de Craene/A. Fuchs/Alfio Marchini	41	Porsche Carrera 2	Brent Motorsport/Berlin 2000	Inv	587	Running
15	50	F.Beard/A.Lazzaro/S.Shalala/A.Tradd/O.Daniel/Toennis	58	Porsche 911	Pro-Technik Racing	GTU	577	Running
16	56	John Biggs/Oliver Kuttner/Danny Marshall/W. Scrogham	48	Porsche Carrera 2	Crutchfield Car Audio	Inv	572	Mechanical
17	36	B.Said/P.Cunningham/J.Minneker/S.Hendricks/L.Gigliotti	5	Chevrolet Corvette	Mercruiser	Inv	570	Out
18	24	Daniel Urrutia/Craig Rubright/Gene Whipp/John Josey	22	Chevrolet Camaro	Southern Racing Chassis	GTS	551	Mechanical
19	54	L.Miller/P.Lewis/J. Reisman/P. Reisman/L. Heimrath Sr.	92	Porsche 944 Turbo	Champion Porsche	Inv	549	Running
20	32	Fermin Velez/Don Bell/John Marconi/Tom Hessert	45	Buick Kudzu DG-2	America Perry Ellis/Scandia Motorsports	L	546	Clutch
21	47	Kent Painter/Bruce Trenery/Larry Less/Andrew Osman	21	Chevrolet Camaro	San Francisco Exotic/Car-Robin	GTS	537	Running
22	42	J. Annis/D. Downs/L. Beall/B.Deeks/R.Kirkland/E.Sharp	87	Chevrolet Camaro	John Annis Racing	GTS	529	Running
23	31	Butch Leitzinger/Bob Leitzinger/Chuck Kurtz	95	Nissan 240SX	Fast Color Auto Art	GTU	528	Running
24	58	S. Shalala/M. Sheehan/C. Ivey/Buddy Lazier/A. Lazzaro	42	Porsche Fabcar	Pro-Technik Racing	L	523	Running
25	35	Jorge Oyhanart/Emilio Satriano/Eduardo Ramos/F. Acuna	25	Oldsmobile Cutlass	Team Argentina/KRE	GTS	500	Running
26	53	H. Taleb/Alfonso Adarquea/Marcelo Adarquea/I. Escobar	08	Nissan 300ZX	Henry Taleb Racing	GTU	491	Out
27	2	Juan M. Fangio II/Andy Wallace/Ken Acheson	99	Toyota Eagle MKIII	All American Racers	GT	481	Mechanical
28	20	Andy Evans/Charles Morgan/Lon Bender	44	Buick Kudzu DG-2	Norwegian Cruise Line/Scandia Motorsports	L	461	Mechanical
29	40	Les Delano/Andy Petery/Steve Fossett/Gary Stewart	90	Pontiac Firebird	Apple Motorsports	GTS	438	Mechanical
30	54	Butch Hamlet/Charles Slater/Mark Sandridge	26	Porsche 911	Alex Job Racing	GTU	435	Running
31	37	Eduardo Dibos/Juan Dibos/Raul Orlandini	24	Mazda MX-6	Dibos Racing/Team Peru	GTU	435	Running
32	38	Mark Montgomery/Oma Kimbrough/Hoyt Overbagh/ Robert McElheny/Bob Hundredmark	50	Chevrolet Camaro	Hooters	GTS	433	Out
33	29	John Heinricy/Stuart Hayner/Andy Pilgrim/Don Knowles	94	Chevrolet Corvette	Mobil/Goodyear	Inv	432	Running
34	51	David Russell/Michael Graham/Bill Auberlen	39	Mazda MX-6	Waggy's Wankel Wracing	GTU	430	Running
35	27	Oscar Aventin/O. Lopez/Juan Landa/Osvaldo Morresi	23	Oldsmobile Cutlass	Team Argentina/KRE	GTS	425	Running
36	46	Henry Camferdam/Gary Drummond/Dan Robson	12	Mazda MX-6	Support Net Racing	GTU	414	Mechanical
37	19	G. Brabham/D. Dobson/David Loring/Tommy Riggins	76	Nissan 300ZX	Nissan	GTS	332	Mechanical
38	44	Jack Lewis/Joe Cogbill/Stephen Hynes	73	Porsche 911	Jack Lewis Enterprises	GTU	293	Mechanical
39	28	John Macaluso/Bruce MacInnes/Ed Delong/Nick Holmes	10	Buick Tiga	Greased Lightning/Mac Tools	L	278	Running
40	15	D. Aase/B. Carradine/Jay Cochran/C. Hanauer/C. Moran	66	Porsche Gunnar	Team Gunnar/Why Ask Why?	GT	271	Engine
41	3	D. Sullivan/H. Haywood/Chip Robinson/Henri Pescarolo	6	Porsche 962C	Joest Porsche Racing	GT	258	Mechanical
42	55	Reed Kryder/Guy Kuster/Frank Delvecchio/Joe Danaher	57	Nissan 240SX	Kryderacing	GTU	255	Running
43	33	Scott Allman/John Heinricy/Del Percilla/Andy Pilgrim/ Danny Kellermeyer/Ron Nelson/Stuart Hayner	93	Chevrolet Corvette	Mobil/Goodyear	Inv	250	Running
44	45	S. Kennedy/H. Fuller/Jeff Purvis/Mike Joy/Jeff Swindell	81	Chevrolet Camaro	X!R Friction Eliminator	GTS	231	Engine
45	55	Tim Banks/Don Arpin/Paul Reckert	07	Chevrolet Camaro	General Kinetics	GTS	213	Running
46	5	John Winter/Bob Wollek/Frank Jelinski/Manuel Reuter	7	Porsche 962C	Joest Porsche Racing	GT	190	Engine
47	21	Ron Fellows/P. Baljet/Desire Wilson/Tomiko Yoshikawa	18	Ford Mustang	Hero Sports Mustang	GTS	189	Accident
48	49	Paul Mazzacane/Chester Edwards/Kenny Wallace	67	Chevrolet Camaro	Kendall Oil Company	GTS	183	Engine
49	25	J.Jones/K.Wilden/N. Jamieson/P. Duckworth/J. Lapcevich	40	Ford Alba	Bieri Racing	L	180	Out
50	30	Tim O'Brien/Anthony Puleo/William Wessel/David Fuller	19	Chevrolet Camaro	Air Support SVC International	GTS	174	Running
51	11	Jim Adams/Robert Kirby/Chris Cord	20	Porsche 962	Wynn's	GT	162	Engine
52	10	Jack Baldwin/Dorsey Schroeder	31	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	159	Out
53	26	Richard McDill/Bill McDill/Tom Juckette	35	Chevrolet Camaro	Hi-Tech Coating	GTS	156	Accident
54	13	Bob Schader/Bob Earl/Chris Smith	9	Acura Spice	Motorola Cellular	L	152	Mechanical
55	12	Calvin Fish/George Robinson	51	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	113	Mechanical
56	52	R. Valentine/Jim Minneker/Max Schmidt/Ken Payson	4	Chevrolet Corvette	Mercruiser	Inv	111	Out
57	43	Jochen Rohr/John O'Steen/Larry Schumacher	01	Porsche Carrera 2	Rohr Engineering	Inv	103	Mechanical
58	8	John Andretti/David Brabham/John Nielsen/Davy Jones	32	Jaguar XJR-12D	Bud Light/Jaguar Racing	LeM	92	Out
59	14	Parker Johnstone	49	Acura Spice	Acura	L	24	Electrical
60	7	John Nielsen	3	Jaguar XJR-12D	Bud Light/Jaguar Racing	LeM	18	Out

Purse: $385,700
Winners' Share: $73,700
Time of Race: 24:00:27.25
Winning Speed: 103.537 mph
LeMans Winning Speed: 102.311 mph
Lights Winning Speed: 95.548 mph
GT Supreme Speed: 101.88 mph (Record)
GTU Winning Speed: 92.243 mph
Invitational GT Winning Speed: 91.514 mph (Record)
Margin of Victory: 10 laps, 11.33 seconds
Fastest GT Qualifier: #98–P.J. Jones: 136.521 mph (1:33.875) (Record)
Fastest Le Mans Qualifier: #2–Davy Jones: 130.097 (1:38.511)
Fastest Lights Qualifier: #9–Bob Earl: 122.322 mph (1:44.772) (Record)
Fastest GT Supreme Qualifier: #31–Paul Gentilozzi: 122.715 mph (1:44.437) (Record)
Fastest GTU Qualifier: #95–Butch Leitzinger: 107.396 mph (1:59.334)
Fastest Invitational GT Qualifier: #94–Andy Pilgrim: 107.668 mph (1:59.032) (Record)
Fastest GT Lap: #98–P.J. Jones (128.981 mph on 488th lap) (Record)
Fastest Le Mans Lap: #2–Scott Goodyear (127.193 mph on 531st lap)
Fastest Lights Lap: #9–Bob Earl (114.254 mph on 26th lap)
Fastest GT Supreme Lap: #11–Robby Gordon (116.93 mph on 141st lap) (Record)
Fastest GTU Lap: #24–Juan Dibos (104.994 mph on 363rd lap)
Fastest Invitational GT Lap: #5–Shawn Hendricks (104.285 mph on 397th lap) (Record)
Lap Leaders: #99 (1-11, 18-39, 58-59, 80-85, 101-125); #98 (12-17, 40-57, 60-79, 86-100, 126-257, 272-275, 293-295, 306-313, 320-335, 345-390, 646-698); #2 (258-271, 276-292, 296-305, 314-319, 336-344, 391-618); #30 (619-645)

Miami Grand Prix Street/Road Circuit / February 21, 1993

TOYOTA GRAND PRIX OF MIAMI PRESENTED BY DIET COKE, MIAMI, FLA., 83 LAPS/155.459 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	83	Running
2	2	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	83	Running
3	5	David Tennyson/Price Cobb	19	Chevrolet Spice	Denon America/Norwegian Cruise Line	GT	82	Running
4	4	Derek Bell/Gianpiero Moretti	30	Nissan NPTI 90-03	Momo	GT	82	Running
5	3	Wayne Taylor/George Fouche	8	Chevrolet GTP	Danka/Famous Amos/Datastorm	GT	80	Running
6	7	Manuel Reuter/John Winter	7	Porsche 962C	Joest Porsche Racing	GT	79	Running
7	10	Parker Johnstone/Ruggero Melgrati	49	Acura Spice	Acura	L	77	Running
8	11	Tim McAdam/Jim Downing	63	Buick Kudzu DG-2	Bel-Ray Oil	L	76	Running
9	12	Charles Morgan/Andy Evans/Fermin Velez	44	Buick Kudzu DG-2	America Perry Ellis/Scandia Motorsports	L	75	Running
10	16	Bob Earl/Bob Schader	9	Acura Spice	Motorola Cellular	L	75	Running
11	6	Raul Boesel	4	Cosworth Spice	Auto Toy Store	GT	71	Engine
12	15	Brent O'Neill	25	Buick Argo		WSC	70	Out
13	13	Andy Evans/Fermin Velez	45	Buick Kudzu DG-2	America Perry Ellis/Scandia Motorsports	L	37	Electrical
14	14	Francois Migault/Andy Evans	43	Buick Kudzu DG-2	Scandia Motorsports/SER	WSC	33	Accident
15	9	Jeff Andretti	5	Chevrolet Spice	Auto Toy Store	GT	14	Clutch
16	8	Massimo Sigala	96	Nissan NPTI 90-03	Cristal Aquardiente Racing	GT	5	Mechanical
17	17	Charles Morgan	00	Alfa Romeo Phoenix	Auto Volante	L	0	Accident

Purse: $218,175
Winner's Share: $30,500
Time of Race: 1:45:14.363
Winning Speed: 88.631 mph
World Sports Car Winning Speed: 74.657 mph
Lights Winning Speed: 81.98 mph
Margin of Victory: 4.371 seconds
Fastest GT Qualifier: #99–Juan M. Fangio II: 103.98 mph (1:04.847) (Record)
Fastest World Sports Car Qualifier: #43–Francois Migault: 85.752 mph (1:18.631) (Record)

Fastest Lights Qualifier: #49–Parker Johnstone: 92.567 (1:12.842)
Fastest GT Lap: #98–P.J. Jones (101.529 mph on 14th lap) (Record)
Fastest World Sports Car Lap: #43–Francois Migault (84.471 mph on 12th lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (90.412 mph on 33rd lap) (Record)
Lap Leaders: #98 (1-18; 34-39, 43-80); #99 (19-33, 40-42, 81-83)

Sebring International Raceway / March 20, 1993

CAMEL 12 HOURS OF SEBRING INTERNATIONAL GRAND PRIX OF ENDURANCE, SEBRING, FLA., 230 LAPS/851 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Juan M. Fangio II/Andy Wallace	99	Toyota Eagle MKIII	All American Racers	GT	230	Running
2	5	Gianpiero Moretti/Derek Bell/John Paul Jr.	30	Nissan NPTI 90-03	Momo	GT	228	Running
3	2	P.J. Jones/Rocky Moran	98	Toyota Eagle MKIII	All American Racers	GT	217	Mechanical
4	9	Steve Millen/Johnny O'Connell/John Morton	1	Nissan 300ZX	Nissan	GTS	217	Running
5	14	Parker Johnstone/Dan Marvin/Ruggero Melgrati	49	Acura Spice	Acura	L	216	Running
6	11	Tom Kendall/John Fergus	11	Ford Mustang Cobra	Roush Racing	GTS	216	Running
7	17	Walter Rohrl/Hans Stuck/Hurley Haywood	59	Porsche 911 Turbo	Brumos Porsche	Inv	214	Running
8	12	Paul Gentilozzi/Dorsey Schroeder/Calvin Fish	31	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	214	Running
9	15	Bob Earl/Bob Schader/Jeremy Dale	9	Acura Spice	Motorola Cellular	L	213	Running
10	8	Darin Brassfield/Scott Pruett	51	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	213	Running
11	4	D. Tennyson/Hugh Fuller/Steve Fossett/Francois Migault	19	Chevrolet Spice	Denon America	GT	210	Running
12	6	Jim Adams/Chris Cord	20	Porsche 962	Wynn's	GT	205	Running
13	16	Jim Downing/Tim McAdam/Howard Katz	63	Mazda Kudzu DG-2	Bel-Ray Oil	L	204	Running
14	23	John Heinricy/Stuart Hayner/Andy Pilgrim	93	Chevrolet Corvette	Mobil	Inv	202	Running
15	25	Jim Minneker/Ron Nelson/Andy Pilgrim/Boris Said	94	Chevrolet Corvette	Mobil	Inv	200	Running
16	22	Dick Greer/Al Bacon/Peter Uria/Mike Mees	82	Mazda RX-7	Wendy's	GTU	200	Running
17	45	Ronny Meixner/Enzo Calderari/Luigino Pagotto	28	Porsche Carrera 2	Cigarette Racing	Inv	199	Running
18	29	Butch Hamlet/Charles Slater/Bill Ferran	26	Porsche 911	Alex Job Racing	GTU	199	Running
19	33	Jochen Rohr/Rich Moskalik/Dave White	01	Porsche Carrera 2	Rohr Engineering	Inv	197	Running
20	37	Chris Hodgetts/Dave Donohue/Dieter Quester	0	BMW M-5	Ed Arnold Racing	Inv	195	Running
21	39	Mike Peters/Oliver Kuttner/Justin Bell	48	Porsche Carrera 2	Champion Porsche	Inv	194	Running
22	18	Richard McDill/Bill McDill/Tom Juckette	35	Chevrolet Camaro	Hi-Tech Coating	GTS	194	Running
23	26	Andy Petery/John Macaluso/Tommy Schweitz	90	Pontiac Firebird	Apple Motorsports	GTS	192	Running
24	21	Daniel Urrutia/Gene Whipp/Luis Sereix	22	Chevrolet Camaro	Southern Racing Chassis	GTS	190	Running
25	28	Kent Painter/Bruce Trenery/Andrew Osman	21	Chevrolet Camaro	Fantasy Junction/Hale Ent./Force	GTS	186	Running
26	34	Reed Kryder/Guy Kuster	57	Nissan 240SX	Kryderacing	GTU	186	Running
27	24	Eddie Sharp/Eddie Sharp Jr./Dick Downs	2	Oldsmobile Cutlass	Alert Bumper	GTS	183	Running
28	10	John Morton/Tommy Riggins	76	Nissan 300ZX	Nissan	GTS	182	Mechanical
29	3	John Winter/Manuel Reuter/Chip Robinson	7	Porsche 962C	Joest Porsche Racing	GT	180	Accident
30	42	S. Shalala/M. Sheehan/A. Lazzaro/G. Spreng/P. Favre	42	Porsche Fabcar	ZZ Pro-Technik Racing	L	180	Running
31	41	Vito Scavone/Terry Martel/Rich Hayward	45	Porsche 944 Turbo	Antica A.B.	Inv	179	Running
32	43	Frank Beard/Haas Fogle/Ernie Lader/Curt Catallo	58	Porsche 911	ZZ Pro-Technik Racing	GTU	177	Running
33	19	Don Knowles/Bob Leitzinger	95	Nissan 240SX	Fast Color Auto Art	GTU	174	Mechanical
34	32	John Annis/Louis Beall/Kenper Miller	87	Chevrolet Camaro	John Annis	GTS	173	Running
35	38	C.L. Hicks/Ron Zitza/Tommy Johnson/Mel Butt	91	Porsche 911	Team Casual Motorsports	GTU	169	Running
36	20	Eduardo Dibos/Bill Auberlen	24	Mazda MX-6	Dibos Racing/Team Peru	GTU	166	Running
37	13	Wayne Taylor/Jeff Andretti/Morris Shirazi/James Weaver	5	Chevrolet Spice	Auto Toy Store	GT	165	Mechanical
38	44	John Jones/Neil Jamieson/Jeff Lapcevich	40	Ford Alba	Bieri Racing	L	165	Running
39	30	Mark Montgomery/Oma Kimbrough/Hoyt Overbagh/ Robert McElheny/Bob Hundredmark	50	Chevrolet Camaro	Hooters	GTS	136	Mechanical
40	47	Robert Borders/Gary Smith/Mark Kennedy	32	Pontiac Grand Prix	Carolina Racing	GTS	121	Mechanical
41	31	Paul Mazzacane/Peter Argetsinger/Chester Edwards	67	Chevrolet Camaro	Kendall Oil Company	GTS	112	Running
42	40	L. Heimrath Sr./T. Rathbun/B. Hubbard/Ken McKinnon	16	Porsche 944 Turbo	Champion Porsche	Inv	111	Accident
43	27	Steve Sirgany/Cliff Rassweiler/James Lea	12	Alfa Romeo Phoenix	Auto Volante	L	98	Running
44	46	Domenico DeLuca/Bill Weston	70	Mazda MX-6	Domenico DeLuca	GTU	93	Engine
45	7	Dennis Aase/Bobby Carradine/Chip Hanauer/Jay Cochran	66	Porsche Gunnar	Diet Coke	GT	47	Accident
46	36	Lance Stewart/Rob Wilson/Ed Hubbard	15	Porsche 944 Turbo	Champion Porsche	Inv	42	Mechanical
47	35	Andreas Fuchs/Philippe de Craene	41	Porsche Carrera 2	Brent Motorsports	Inv	32	Electrical

Purse: $304,250
Winners' Share: $50,500
Time of Race: 12:02:12.855
Winning Speed: 70.699 mph
Lights Winning Speed: 66.392 mph
GT Supreme Winning Speed: 66.595 mph
GTU Winning Speed: 61.267 mph
Invitational GT Winning Speed: 65.57 mph
Margin of Victory: Two laps, one minute, 17.774 seconds
Fastest GT Qualifier: #99–Juan M. Fangio II: 125.5 mph (1:46.135) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 109.971 mph (2:01.122)
Fastest GT Supreme Qualifier: #51–Darin Brassfield: 113.246 mph (1:57.62) (Record)
Fastest GTU Qualifier: #95–Don Knowles: 99.738 mph (2:13.549)
Invitational GT Fastest Qualifier: #59–Walter Rohrl: 103.896 mph (2:08.205) (Record)
Fastest GT Lap: #98–P.J. Jones (120.215 mph on second lap)
Fastest Lights Lap: #9–Bob Earl (105.364 on 182nd lap)
Fastest GT Supreme Lap: #11–Tom Kendall (106.92 mph on 180th lap)
Fastest GTU Lap: #24–Bill Auberlen (98.33 mph on fourth lap) (Record)
Fastest Invitational GT Lap: #59–Walter Rohrl (101.57 mph on fourth lap) (Record)
Lap Leaders: #99 (1, 38, 76-90, 107-183, 192, 209-230); #98 (2-14, 19-37, 39-75, 91-106, 184-191, 193-208); #30 (15-18)

Atlanta Motor Speedway / April 18, 1993

TOYOTA GRAND PRIX OF ATLANTA, HAMPTON, GA., 83 LAPS/207.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	83	Running
2	1	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	83	Running
3	4	Bob Wollek/Ronny Meixner	6	Porsche 962C	Joest Porsche Racing	GT	80	Running
4	5	David Tennyson	19	Chevrolet Spice	Denon America	GT	78	Running
5	3	Manuel Reuter/John Winter	7	Porsche 962C	Joest Porsche Racing	GT	77	Running
6	7	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura	L	75	Running
7	8	Tim McAdam/Jim Downing	63	Buick Kudzu DG-2	Bel-Ray Oil	L	75	Running
8	9	Bob Earl/Bob Schader	9	Acura Spice	Motorola Cellular	L	75	Running
9	11	Andy Evans/Francois Migault	43	Buick Kudzu	America Perry Ellis/Scandia Motorsports	WSC	71	Running
10	10	Jim Pace/Mike Sheehan	68	Mazda Kudzu DG-1	European Auto Sales	L	69	Running
11	12	John Jones/Neil Jamieson	40	Ford Alba	Bieri Racing	L	66	Running
12	13	Sam Shalala/Anthony Lazzaro	42	Porsche Fabcar	ZZ Pro-Technik Racing	L	66	Running
13	6	Gianpiero Moretti/Derek Bell	30	Nissan NPTI 90-03	Momo	GT	61	Mechanical
14	15	Bobby Brown/Ed Delong	11	Buick Tiga	Acer/Acros Computers	L	50	Running
15	14	Ed Delong/Chris Ivey	10	Buick Tiga	Mac Tools	L	48	Running
16	17	Wayne Taylor	8	Chevrolet GTP	Danka/Famous Amos	GT	15	Mechanical

Purse: $179,700
Winner's Share: $20,500
Time of Race: 1:45:26.111
Winning Speed: 118.08 mph (Record)
World Sports Car Winning Speed: 99.7605 mph (Record)
Lights Winning Speed: 106.09 mph (Record)
Margin of Victory: 7.528 seconds
Fastest GT Qualifier: #98–P.J. Jones: 124.819 mph (1:12.104) (Record)
Fastest World Sports Car Qualifier: #43–Andy Evans: 105.848 mph (1:25.027) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 111.186 mph (1:20.945) (Record)
Fastest GT Lap: #99–Juan M. Fangio II (122.425 mph on fifth lap) (Record)
Fastest World Sports Car Lap: #43–Francois Migault (106.789 mph on 31st lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (109.784 mph on fourth lap) (Record)
Lap Leaders: #98 (1-30, 34-56, 59-62); #99 (31, 57-58, 63-93); #6 (32-33)

Lime Rock Park / May 31, 1993

TOYOTA TRUCKS LIME ROCK GRAND PRIX, LIME ROCK, CONN., 115 LAPS/177.1 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	115	Running
2	1	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	114	Running
3	13	Jay Cochran	19	Chevrolet Spice	Snap-On Tools/Just Brakes	GT	110	Running
4	4	John Paul Jr.	66	Porsche Gunnar	Gunnar Sunoco Porsche	GT	109	Running
5	5	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura	L	108	Running
6	3	Derek Bell/Gianpiero Moretti	30	Nissan NPTI 90-03	Momo	GT	108	Running
7	9	Francois Migault	43	Buick Kudzu DG-2	America Perry Ellis/Scandia Motorsports/SER	WSC	100	Running
8	8	Jim Pace/Mike Sheehan	68	Mazda Kudzu DG-1	European Auto Sales	L	98	Running
9	10	John Jones/Jeff Lapcevich	40	Ford Alba	Bieri Racing	L	96	Running
10	6	Bob Earl	9	Acura Spice	Motorola Cellular	L	70	Accident
11	12	Miroslav Jonak	71	Ford Spice		L	67	Accident
12	11	Ed Delong/Bruce MacInnes	10	Buick Tiga	Mac Tools	L	51	Running
13	14	Tim McAdam	63	Buick Kudzu DG-2	Bel-Ray Oil	L	31	Accident
14	7	Wayne Taylor	8	Chevrolet GTP	Danka/Famous Amos	GT	3	Electrical

Purse: $154,600
Winner's Share: $10,500
Time of Race: 2:00:53.213
Winning Speed: 87.9 mph
World Sports Car Winning Speed: 76.18 mph
Lights Winning Speed: 82.268 mph
Margin of Victory: One lap, 16.393 seconds
Fastest GT Qualifier: #98–P.J. Jones: 128.595 mph (43.112) (Record)
Fastest World Sports Car Qualifier: #43–Francois Migault: 100.959 mph (54.913) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 114.716 mph (48.328) (Record)
Fastest GT Lap: #99–Juan M. Fangio II (122.913 mph on 88th lap) (Record)
Fastest World Sports Car Lap: #43–Francois Migault (99.255 mph on 78th lap) (Record)
Fastest Lights Lap: #9–Bob Earl (106.064 mph on 25th lap)
Lap Leaders: #99 (1-6, 17-52, 59-115); #98 (7-16, 53-54); #19 (55-58)

Mid-Ohio Sports Car Course / June 13, 1993

NISSAN GRAND PRIX OF OHIO, LEXINGTON, OHIO, 97 LAPS/218.25 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	97	Running
2	1	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	97	Running
3	4	Gianpiero Moretti/Derek Bell	30	Nissan NPTI 90-03	Momo	GT	93	Running
4	5	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura	L	88	Running
5	6	Tim McAdam/Jim Downing	63	Buick Kudzu DG-2	Bel-Ray Oil	L	87	Running
6	15	Bob Earl/Bob Schader	9	Acura Spice	Motorola Cellular	L	87	Running
7	7	Ken Parschauer/Jim Pace	68	Mazda Kudzu DG-1	Chiron Interoptics	L	84	Running
8	9	Neil Jamieson/Jeff Lapcevich	40	Ford Alba	J&N Racing	L	79	Running
9	3	Wayne Taylor	8	Chevrolet GTP	Danka	GT	76	Mechanical
10	11	Charlie Monk/John Higgins	42	Porsche Fabcar	ZZ Pro-Technik Racing	L	76	Running
11	8	Miroslav Jonak	71	Ford Spice		GT	75	Running
12	12	Ed Delong/Bobby Brown	10	Buick Tiga	Mac Tools	L	75	Running
13	14	Steve Deeks/Steve Sirgany	12	Alfa Romeo Phoenix	Auto Volante	L	73	Running
14	10	Brent O'Neill	25	Buick Argo	Gold Coast Racing	WSC	66	Engine
15	16	Bobby Brown/Ed Delong	11	Buick Tiga	Acer/Acros Computers	L	39	Running
16	13	Dick Leppla	65	Buick Chevron	Chevron Race Cars USA	GT	38	Running
17	18	Oliver Kuttner	48	BMW Pegasus	Crutchfield Car Audio	WSC	19	Mechanical

Purse: $186,200
Winner's Share: $10,500
Time of Race: 2:00:35.441
Winning Speed: 108.59 mph (Record)
World Sports Car Winning Speed: 85.494 mph (Record)
Lights Winning Speed: 97.653 mph (Record)
Margin of Victory: 30.132 seconds
Fastest GT Qualifier: #98–P.J. Jones: 113.519 mph (1:11.308)
Fastest World Sports Car Qualifier: #25–Brent O'Neill: 89.899 mph (1:30.101) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 102.155 mph (1:19.291)
Fastest GT Lap: #98–P.J. Jones (112.958 mph on 57th lap) (Record)
Fastest World Sports Car Lap: #25–Brent O'Neill (91.337 mph on 44th lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (100.805 mph on 40th lap) (Record)
Lap Leaders: #98 (1-5, 27-31, 36-58); #99 (6-26, 32-35, 59-97)

Watkins Glen International / June 27, 1993

CAMEL CONTINENTAL, WATKINS GLEN, N.Y., 63 LAPS/214.2 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	63	Running
2	3	John Winter/Manuel Reuter	7	Porsche 962C	Joest Porsche Racing	GT	62	Running
3	17	Hugh Fuller/Chris Hodgetts	0	GM Spice		GT	60	Running
4	9	Darin Brassfield	5	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	59	Running
5	7	Tom Kendall	15	Ford Mustang	Roush Racing	GTS	58	Running
6	16	Bob Schader/Bob Earl	9	Acura Spice	Motorola Cellular	L	58	Running
7	11	Mike Sheehan/Jim Pace	13	Mazda Kudzu DG-1	European Auto Sales	L	56	Running
8	4	Gianpiero Moretti/Derek Bell	30	Nissan NPTI 90-03	Momo	GT	55	Gear Box
9	44	Andy Evans/Francois Migault	43	Buick Kudzu DG-2	America Perry Ellis/Scandia Motorsports/SER	WSC	55	Running
10	23	Les Lindley	48	Ford Mustang	Barnard Fire Sprinkler	GTO	55	Running
11	13	Butch Leitzinger	97	Nissan 240SX	Fast Color Auto Art	GTU	54	Running
12	28	Brian DeVries	00	Oldsmobile Cutlass	Econoline Abrasive	GTO	54	Running
13	14	Bill Auberlen	19	Mazda RX-7		GTU	54	Running
14	24	Bob Leitzinger	95	Nissan 240SX	Fast Color Auto Art	GTU	53	Running
15	21	Dan Osterholt/Clay Young	20	Oldsmobile Cutlass	Hawkins Speed Shops	GTO	53	Running
16	19	Charles Morgan	47	Oldsmobile Cutlass		GTO	53	Running
17	25	John Jones/Neil Jamieson	40	Ford Alba	J&N Racing	L	52	Running
18	50	Eduardo Dibos	84	Mazda RX-7	Dibos Racing/Team Peru	GTU	52	Running
19	26	John Heinricy/Andy Pilgrim	94	Chevrolet Corvette ZR-1	Mobil	Inv	51	Running
20	33	Dick Greer	82	Mazda RX-7	Wendy's	GTU	51	Running
21	31	Ken Bupp/Peter Uria	11	Chevrolet Camaro		GTO	51	Running
22	22	Charles Slater/Bill Ferran	26	Porsche 911	Alex Job Racing	GTU	51	Running
23	34	Reed Kryder	57	Nissan 240SX	Kryderacing	GTU	51	Running
24	42	Nick Cole	31	Chevrolet Camaro	Fuller Farms L.A.	GTO	50	Running
25	37	Jochen Rohr/John O'Steen	01	Porsche 911	Rohr Corporation	Inv	50	Running
26	27	Jack Lewis/Steve Hynes	73	Porsche 911	Jack Lewis Enterprises	GTU	49	Running
27	8	Wayne Taylor	8	Chevrolet GTP	Danka	GT	49	Running
28	29	Jay Kjoller/Joe Cogbill	72	Porsche 911	Renntech Performance	GTU	49	Running
29	39	Kent Painter/Bruce Trenery	2	Chevrolet Camaro	Fastasy Junction/Hale Ent./Envirodyn	GTS	48	Running
30	35	Ed Delong/Nick Holmes	10	Buick Tiga	Mac Tools	L	47	Mechanical
31	20	Jim Downing/Tim McAdam	63	Buick Kudzu DG-2	Bel-Ray Oil	L	47	Running
32	46	Bobby Brown/John Macaluso	16	Buick Tiga	Bobby Brown Racing	L	46	Running
33	41	Joe Llauget	12	Oldsmobile Cutlass		GTO	44	Mechanical
34	51	Jim Minneker/Del Percilla	93	Chevrolet Corvette ZR-1	Mobil	Inv	44	Running
35	1	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	41	Mechanical
36	30	Flip Groggins	88	Oldsmobile Cutlass	Groggins Plastics	GTO	38	Mechanical

37	6	Steve Millen	1	Nissan 300ZX	Nissan	GTS	37	Accident
38	5	Johnny O'Connell	76	Nissan 300ZX	Nissan	GTS	37	Accident
39	47	Brent O'Neill	25	Buick Argo	Gold Coast Racing	WSC	33	Accident
40	45	Henry Camferdam	4	Mazda MX-6	Support Net Racing	GTU	27	Running
41	36	Ray Hendricks	89	Porsche 911	Dynamic Air Conditioning	GTU	26	Mechanical
42	12	Paul Gentilozzi	3	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	23	Mechanical
43	10	Parker Johnstone	49	Acura Spice	Acura	L	22	Mechanical
44	48	David Kicak/Oma Kimbrough	50	Chevrolet Camaro	Planet Hollywood/Free Spirit	GTS	22	Running
45	40	Miroslav Jonak	71	Spice Ford SHO		L	17	Mechanical
46	15	Joe Pezza	17	Oldsmobile Cutlass	Garfield's	GTO	17	Engine
47	38	Vito Scavone	45	Porsche 944 Turbo	Antica	Inv	15	Mechanical
48	18	Hurley Haywood	6	Porsche 962C	Joest Porsche Racing	GT	11	Mechanical
49	32	Mark Porcaro	51	Oldsmobile Cutlass		GTO	7	Engine
50	49	Robert Basso/Phil Kelly	80	Oldsmobile Calais		GTO	6	Mechanical

Purse: $381,425
Winner's Share: $111,500
Time of Race: 2:45:15.378
Winning Speed: 77.77 mph (Record)
World Sports Car Winning Speed: 67.587 mph (Record)
Lights Winning Speed: 70.849 mph
GT Supreme Speed: 72.944 mph
GTO Winning Speed: 67.184 mph
GTU Winning Speed: 66.759 mph
Invitational GT Winning Speed: 63.052 mph
Margin of Victory: One lap, 44.068 seconds
Fastest GT Qualifier: #98–P.J. Jones: 107.13 mph (1:54.253) (Record)
Fastest World Sports Car Qualifier: #43–Francois Migault: 19.833 mph (10:17.14) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 96.371 mph (2:07.008) (Record)
Fastest GT Supreme Qualifier: #16–Johnny O'Connell: 98.24 mph (2:04.592) (Record)
Fastest GTO Qualifier: #17–Mike Zimicki: 92.339 mph (2:12.554) (Record)
Fastest GTU Qualifier: #97–Butch Leitzinger: 93.095 mph (2:11.478) (Record)
Fastest Invitational GT Qualifier: #94–John Heinricy: 87.014 mph (2:20.666) (Record)
Fastest GT Lap: #99–Juan M. Fangio II (123.622 mph on second lap) (Record)
Fastest World Sports Car Lap: #43–Andy Evans (102.482 mph on 20th lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (113.019 mph on 21st lap) (Record)
Fastest GT Supreme Lap: #5–Darin Brassfield (112.465 mph on fourth lap) (Record)
Fastest GTO Lap: #48–Les Lindley (103.335 mph on 44th lap) (Record)
Fastest GTU Lap: #97–Butch Leitzinger (100.807 mph on 16th lap) (Record)
Fastest Invitational GT Lap: #94–John Heinricy (85.912 mph on fourth lap) (Record)
Lap Leaders: #98 (1-2); #99 (3-23, 26-63); #7 (24-25)

Road America / July 11, 1993

PIGGLY WIGGLY GRAND PRIX, ELKHART LAKE, WIS., 73 LAPS/292 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	John Winter/Manuel Reuter	7	Porsche 962C	Joest Porsche Racing	GT	73	Running
2	4	John Paul Jr.	77	Porsche 962C	Joest Porsche Racing	GT	71	Running
3	8	Paul Gentilozzi	3	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	70	Running
4	7	Scott Pruett	0	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	70	Running
5	19	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura	L	70	Running
6	10	Bob Schader/Bob Earl	9	Acura Spice	Motorola Cellular	L	70	Running
7	6	Tom Kendall	6	Ford Mustang Cobra	Roush Racing	GTS	70	Running
8	12	Andy Evans	43	Buick Kudzu DG-2	America Perry Ellis/Scandia Motorsports/SER	WSC	68	Running
9	11	Mike Sheehan/Jim Pace	13	Buick Kudzu DG-1	European Auto Sales	L	66	Running
10	15	Jay Cochran/Davy Jones	99	Jaguar XJ220-C	Snap-On Tools/Jaguar	Int	66	Running
11	16	Charles Morgan	47	Oldsmobile Cutlass		GTO	65	Running
12	18	Joe Pezza	17	Oldsmobile Cutlass	Garfield's	GTO	65	Running
13	20	Bill Auberlen	19	Mazda RX-7	Auberlen Racing	GTU	64	Running
14	28	Andy Pilgrim/John Heinricy	94	Chevrolet Corvette	Morrison Motorsports	Inv	64	Running
15	26	Bob Leitzinger/Butch Leitzinger	95	Nissan 240SX	Fast Color Auto Art	GTU	63	Running
16	35	Jim Downing/Tim McAdam	63	Mazda Kudzu DG-3	Bel-Ray Oil	L	62	Running
17	33	Joe Llauget	12	Oldsmobile Cutlass		GTO	62	Running
18	25	Henry Camferdam Jr.	4	Mazda MX-6	Support Net Racing	GTU	62	Running
19	36	Kent Painter	2	Chevrolet Camaro	Western Chemical	GTS	60	Running
20	41	Jay Kjoller/Joe Cogbill	72	Porsche 911	Renntech Performance	GTU	60	Running
21	9	Johnny O'Connell	76	Nissan 300ZX	Nissan	GTS	59	Running
22	34	Dick Greer	82	Mazda RX-7	Wendy's	GTU	59	Running
23	29	Mark Porcaro	51	Oldsmobile Cutlass		GTO	59	Running
24	44	Jim Minneker/Andy Pilgrim	93	Chevrolet Corvette	Morrison Motorsports	Inv	59	Running
25	39	Jack Lewis/Bill Ferran	73	Porsche 911	Jack Lewis Enterprises	GTU	58	Running
26	5	Darin Brassfield	5	Oldsmobile Cutlass	Olivetti Oldsmobile	GTS	53	Mechanical
27	30	Edward Cole Jr.	31	Chevrolet Camaro	Fuller Race Cars Inc.	GTO	53	Mechanical
28	24	Eduardo Dibos	84	Mazda RX-7	Dibos Racing/Team Peru	GTU	47	Mechanical
29	32	Miroslav Jonak	71	Ford Spice		L	45	Mechanical
30	49	Bill Fuller	32	Chevrolet Camaro	Fuller Race Cars Inc.	GTS	39	Mechanical
31	2	Wayne Taylor	8	Chevrolet GTP	Danka	GT	30	Engine
32	17	Brian DeVries	00	Oldsmobile Cutlass	Econoline Abrasive	GTO	30	Mechanical
33	23	Ken Bupp	11	Chevrolet Camaro	Sentry Bank Equipment	GTO	26	Transmission
34	3	Gianpiero Moretti/Derek Bell	30	Nissan NPT! 90-03	Momo Wheels	GT	24	Engine
35	21	Eduardo Pellerano	15	Mazda RX-7	PPI Conoco Inc.	GTU	24	Mechanical
36	31	Bobby Brown/John Macaluso	16	Buick Tiga	Bobby Brown Racing	L	22	Transmission
37	27	Dan Osterholt	20	Oldsmobile Cutlass	Hawkins Speed Shops	GTO	21	Transmission
38	42	Reed Kryder/Guy Kuster	57	Nissan 240SX	Kryderacing	GTU	21	Accident
39	14	Les Lindley	48	Ford Mustang Cobra	Power Bar Athletic Food	GTO	19	Mechanical
40	37	Peter Uria/Charles Slater	26	Porsche 911	Alex Job Racing	GTU	19	Engine
41	38	Oliver Kuttner	46	BMW Pegasus	Pegasus BMW	WSC	6	Engine
42	43	Cass Whitehead	18	Chevrolet Mantac		WSC	6	Engine
43	13	Charles Slater	66	Porsche Gunnar 966	Sunoco Porsche	GT	2	Mechanical

Purse: $279,675
Winners' Share: $31,500
Time of Race: 2:45:00.646
Winning Speed: 106.23 mph
World Sports Car Winning Speed: 97.716 mph
Lights Winning Speed: 101.749 mph
GT Supreme Speed: 101.774 mph
GTO Winning Speed: 93.736 mph
GTU Winning Speed: 93 mph
Margin of Victory: Two laps, one minute, 13.985 seconds
Fastest GT Qualifier: #7–Manuel Reuter: 123.088 mph (1:56.989)
Fastest World Sports Car Qualifier: #43–Andy Evans: 109.44 (2:11.578) (Record)
Fastest Lights Qualifier: #9–Bob Earl: 110.723 mph (2:10.054)
Fastest GT Supreme Qualifier: #5–Darin Brassfield: 114.562 mph (2:05.696) (Record)
Fastest GTO Qualifier: #48–Les Lindley: 105.473 mph (2:16.527)
Fastest GTU Qualifier: #19–Bill Auberlen: 102.399 mph (2:20.626)
Fastest Invitational GT Qualifier: #94–John Heinricy: 100.373 mph (2:23.464) (Record)
Fastest International Qualifier: #99–Jay Cochran: 104.61 (2:17.654) (Record)
Fastest GT Lap: #7–Manuel Reuter (124.859 mph on 14th lap)
Fastest World Sports Car Lap: #43–Andy Evans (108.738 mph on ninth lap) (Record)
Fastest Lights Lap: #9–Bob Earl (113.196 mph on 27th lap)
Fastest GT Supreme Lap: #0–Scott Pruett (113.75 mph on 41st lap) (Record)
Fastest GTO Lap: #47–Charles Morgan (104.599 mph on 11th lap)
Fastest GTU Lap: #15–Eduardo Pellerano (101.998 mph on 23rd lap)
Fastest Invitational GT Lap: #94–Andy Pilgrim (99.592 mph on 34th lap) (Record)
Fastest International Lap: #99–Davy Jones (105.08 mph on 47th lap) (Record)
Lap Leaders: #7 (1-73)

Laguna Seca Raceway / July 25, 1993

MONTEREY CAMEL GT PRESENTED BY TOYOTA, MONTEREY, CALIF., 76 LAPS/168.264 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	2	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	76	Running
2	1	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	75	Mechanical
3	3	Price Cobb	19	Chevrolet Spice	Pactel Cellular	GT	74	Running
4	5	Massimo Sigala/Derek Bell	30	Nissan NPTI 90-03	Momo Wheels	GT	72	Running
5	7	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura	L	70	Running
6	8	Bob Earl/Bob Schader	9	Acura Spice	Motorola Cellular	L	70	Running
7	6	John Paul Jr./Charles Slater	66	Porsche Gunnar 966	Sunoco Porsche	GT	69	Running
8	4	Wayne Taylor	8	Chevrolet GTP	Danka	GT	67	Running
9	12	Robs Lamplough	48	Cosworth Alrad J2X	Bob Pond Racing	GT	59	Running
10	17	Miroslav Jonak/Dick Sasser	71	Ford Spice	JRS Moving & Storage	L	58	Mechanical
11	9	Jim Downing/Tim McAdam	63	Buick Kudzu DG-3	Bel-Ray Oil	L	53	Running
12	14	Oliver Kuttner	46	BMW Pegasus	Pegasus BMW	WSC	44	Mechanical
13	13	Ed Delong/Neil Jamieson	10	Buick Tiga	Mac Tools	L	40	Running
14	10	Francois Migault/Tom Hessert	43	Buick Kudzu DG-2	America Perry Ellis/Scandia Motorsports/SER	WSC	38	Mechanical
15	11	Mike Sheehan	13	Mazda Kudzu DG-1	European Auto Sales	L	0	Mechanical

Purse: $171,750
Winner's Share: $10,500
Time of Race: 1:41:08.192
Winning Speed: 99.823 mph
World Sports Car Winning Speed: #72.115
Lights Winning Speed: 91.857 mph
Margin of Victory: One lap
Fastest GT Qualifier: #99–Juan M. Fangio II: 108.906 mph (1:13.186)
Fastest World Sports Car Qualifier: #43–Francois Migault: 90.671 mph (1:27.904) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 99.935 mph (1:19.756) (Record)
Fastest GT Lap: #99–Juan M. Fangio II (106.253 mph on 58th lap)
Fastest World Sports Car Lap: #43–Francois Migault (89.621 mph on fourth lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (96.776 on 21st lap) (Record)
Lap Leaders: #99 (1-35); #98 (36-76)

Portland International Raceway / August 1, 1993

G.I. JOE'S CAMEL GRAND PRIX, PORTLAND, ORE., 96 LAPS/187.2 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	96	Running
2	2	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	96	Running
3	5	David Tennyson	19	Chevrolet Spice	Denon America	GT	93	Running
4	4	Gianpiero Moretti/Derek Bell	30	Nissan NPTI-90	Momo Wheels	GT	92	Running
5	7	Bob Earl/Bob Schader	9	Acura Spice	Motorola Cellular	L	86	Running
6	6	Parker Johnstone/Dan Marvin	49	Acura Spice	Acura	L	82	Running
7	10	Mike Sheehan/Butch Hamlet	13	Mazda Kudzu DG-1	European Auto Sales	L	81	Running
8	18	Charles Slater/John Paul Jr.	66	Porsche 966	Sunoco Porsche	GT	81	Running
9	9	Francois Migault/Andy Evans	43	Buick Kudzu DG-2	America Perry Ellis/Scandia Motorsports/SER	WSC	80	Running
10	16	Neil Jamieson/Jeff Lapcevich	10	Buick Tiga	Mac Tools	L	77	Running
11	11	Miroslav Jonak/Dick Sasser	71	Ford Spice		L	77	Running
12	12	Oliver Kuttner	46	BMW Pegasus	Pegasus BMW	WSC	74	Running
13	8	Jim Downing/Tim McAdam	63	Mazda Kudzu DG-3	Bel-Ray Oil	L	73	Running
14	13	Clifford Rassweiler	93	Dodge LR-93		WSC	7	Mechanical
15	3	Wayne Taylor	8	Chevrolet GTP	Danka	GT	5	Engine
16	14	Cass Whitehead	78	Chevrolet Mantac		WSC	4	Engine

Purse: $193,700
Winner's Share: $10,500
Time of Race: 1:46:03.509
Winning Speed: 105.9 mph

World Sports Car Winning Speed: 87.439 mph (Record)
Lights Winning Speed: 94.186 mph
Margin of Victory: 1.085 seconds
Fastest GT Qualifier: #99–Juan M. Fangio II: 113.16 mph (1:02.036)
Fastest World Sports Car Qualifier: #43–Francois Migault: 93.302 mph (1:15.239) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 101.911 mph (1:08.883)
Fastest GT Lap: #98–P.J. Jones (109.974 mph on 87th lap)
Fastest World Sports Car Lap: #43–Francois Migault (92.094 mph on 33rd lap) (Record)
Fastest Lights Lap: #49–Dan Marvin (98.28 mph on 70th lap)
Lap Leaders: #98 (1-35, 71-73); #99 (36-70, 74-96)

Phoenix International Raceway / October 2, 1993

THE CHECKER IMSA CAMEL GRAND PRIX, PHOENIX, ARIZ., 127 LAPS/190.5 MILES

FIN.	START	DRIVERS	NO.	MAKE	TEAM	CLASS	LAPS	STATUS
1	1	P.J. Jones	98	Toyota Eagle MKIII	All American Racers	GT	127	Running
2	2	Juan M. Fangio II	99	Toyota Eagle MKIII	All American Racers	GT	126	Running
3	4	Manuel Reuter	7	Porsche 962C	Joest Porsche Racing	GT	122	Running
4	8	Price Cobb/Bob Schader	9	Acura Spice AK93	Motorola Cellular	L	115	Running
5	10	Andy Evans/Fermin Velez	43	Buick Kudzu DG-2	America Perry Ellis/Scandia Motorsports	WSC	114	Running
6	13	Tim McAdam/Jim Downing	63	Mazda Kudzu DG-3	Bel-Ray Oil	L	110	Running
7	19	Jim Pace/Butch Hamlet	68	Buick Kudzu DG-2	Lee Jeans & Apparel	WSC	110	Running
8	11	David Rocha	12	Huffaker Buick	Schick Tracer	WSC	108	Running
9	3	Derek Bell/Gianpiero Moretti	30	Nissan NPTI 90-03	Momo Wheels	GT	104	Engine
10	12	Mike Sheehan/Michael Dow	13	Mazda Kudzu DG-1	European Auto Sales	L	104	Running
11	14	Neil Jamieson/Jeff Lapcevich	10	Buick Tiga	Premdor/Philip Environmental	L	100	Running
12	15	Dick Sasser/Miroslav Jonak	71	Ford SHO Spice	JRS Moving & Storage	L	95	Running
13	6	Wayne Taylor	8	Chevrolet GTP	Danka	GT	55	Mechanical
14	5	Bob Wollek/John Winter	6	Porsche 962C	Joest Porsche Racing	GT	52	Accident
15	7	Parker Johnstone	49	Acura Spice	Acura	L	49	Mechanical
16	16	James Lee	93	Dodge LR93	Amalgamated/Exporters	WSC	17	Mechanical
17	18	John Paul Jr.	66	Porsche Gunnar 966	Gunnar Porsche	GT	11	Mechanical
18	9	Ruggero Melgrati	48	Acura Spice	Acura	L	10	Mechanical
19	17	Fermin Velez	40	Ford Alba	Bieri Racing	WSC	3	Engine

Purse: $266,650
Winner's Share: $70,500
Time of Race: 2:00:06.38
Winning Speed: 95.165 mph (Record)
World Sports Car Winning Speed: 85.102 mph (Record)
Lights Winning Speed: 85.836 mph
Margin of Victory: One lap, 31.39 seconds
Fastest GT Qualifier: #98–P.J. Jones: 107.062 mph (50.438)
Fastest World Sports Car Qualifier: #43–Andy Evans: 92.989 mph (58.071) (Record)
Fastest Lights Qualifier: #49–Parker Johnstone: 97.562 mph (55.349)
Fastest GT Lap: #99–Juan M. Fangio II (104.543 mph on 108th lap)
Fastest World Sports Car Lap: #43–Andy Evans (91.475 mph on 28th lap) (Record)
Fastest Lights Lap: #49–Parker Johnstone (95.889 mph on 27th lap)
Lap Leaders: #98 (1-24); #99 (25-127)

1993 Champions and Award Winners

GT Champion: Juan M. Fangio II
Manufacturers' Champion: Toyota
Lights Champion: Parker Johnstone
Lights Manufacturers' Champion: Acura
Mechanic of the Year: Kevin Doran

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For me the most enjoyable part of putting a book like this together is the people with whom I became involved, those who gave me their time, their memories, and their support.

For a book like this to be interesting to the reader, it must first be interesting to the writer. And for the cars to be interesting for anything beyond a textbook, the people who made the cars must be interesting. They are, for I found, behind the press releases, a group of people who had tales of efforts that sometimes resulted in great achievements, but often in failures.

To understand the breadth and depth of the cars and people of the IMSA GTP series Ken Wells, and I interviewed more than 130 people and this was the biggest thrill of the entire project. As fans we look through the fence at these men, but I was able to spend an hour alone with Bobby Rahal in his CART motorhome. Gianpiero Moretti stopped in a pre-qualifying session to talk to me, and in the middle of the conversation turned to take a call in Italian, then without breaking a comma returned to English and my question. I sat at a lunch table with James Weaver, Rob Dyson, Andy Wallace, and Craig T. Nelson. I interviewed Bob Tullius the week after his 25-year affair with British car companies had ended and got to see the human behind the commanding persona. After I talked with Derek Bell, he grabbed Hans Stuck and told him that he ought to spend a few moments with me, which he gladly did. Bob Akin patiently explained business criteria in terms that I could understand. Bob Holbert told me about Al as an extraordinary race driver, and as a son. I talked to Don Devendorf from 10 p.m. to 12:30 a.m.—there was a three-hour time difference—about his cars, career, and life. And you learn to accept A. J. Foyt saying he doesn't have time to talk, then watch him joke for the next hour with his pals about nothing in particular. Jack Baldwin interrupted my interview with Scott Pruett to remind me of the third team that used the Corvette GTP. And I can never forget picking up the phone to hear "This is Dan Gurney," followed by an hour with him.

John Cafaro and Randy Wittine allowed me to use personal artwork of the Pontiac and Jaguar. John Kalagian and Tommy Kendall allowed me to use photos of their accidents, incidents that still must be painful memories. Desire Wilson recalled her accident, but not for the crash but rather for the support in rehabilitation from Brian Redman.

Sir John Egan and Mike Dale opened their past to Ken, even when Jaguar did not always have a perfect face. Without Wes Yocum I would not have been able to get past the palace guards at Chevrolet. Almost all the people were willing to share the negative as well as the positive memories because it was the honest thing to do in order to understand what happened and how it happened.

This would not be the book it is without the assistance of many other people. Dudley Evans conducted interviews and provided his photos. Ed Clayton provided photos but even more significantly kept my interest keen in the series and the project. Jim Stanton and Dave Connell were old friends of Ken is who also provided faith. Bryan Watson met with folks unavailable to me. Lee Self so wanted to be part of this book that he contributed unlimited usage of his excellent artwork.

I would also like to acknowledge the following who allowed me to collect their memories: Dennis Aase, Tony Adamowicz, Bruce Anderson, Roger Andrey, Roger Bailey, Jim Bailie, Carson Baird, Don Banks, Paul Bentley, Franz Blam, John Bright, Doc Bundy, Jim Busby, Winston Bush, John Callies, Bob Carlson, Jim Chapman, Daryl Clausen, Price Cobb, Mike Colucci, Phil Conte, Mike Cook, Gordon Coppuk, Chris Cord, Dave Cowart, Jack Darren, Arpin Deposto, Dale Detrick, Gary Donohoe, Kevin Doran, Tony Dowe, Jim Downing, Chuck Dressing, Lee Dykstra, Ryan Falconer, Oskar Feldman, Lanky Foushee, Elliot Forbes-Robinson, Jim Fuller, Walter Gerber, Dave Goehrig, Michael Gue, Dan Halmo, Pete Halsmer, Jim Hamilton, Trevor Harris, Hurley Haywood, Preston Henn, Tom Hessert, Jack Higgens, Walter Hill, David Hobbs, Marty Holtzberg, Pierre Honneger, Jackie Howerton, Ken Howes, John Jackson, Kevin Jeanette, Frank Jellinek, Davy Jones, Kas Kastner, Dennis Kazuraski, Hugh Kleinpeter, Dave Klym, Keith Leighton, Bruce Leven, Linda Ludeman, David Loring, Wiley McCoy, Alistair McNeil, Drino Miller, Jack Miller, Jim Miller, John Mills, Tom Milner, Dick Monroe, John Morton, Rick Murray, Joe Negri, Ashley Paige, Jerry Palmer, John Paul Jr., Doug Peterson, Michael Pierce, Gary Pratt, Mark Raffauf, Julian Randles, Rich Reichenbach, Bob Riley, Chip Robinson, Bob Roemer, Max Schenkel, Mark Schomann, Scott Schubott, Tom Seabolt, Alan Smith, Pat Smith, Reggie Smith, Alwin Springer, Lyn St. James, Debbie Strand, Dick St. Yves, Cecil Taylor, Wayne Taylor, Al Turner, Jack Webster, Kathy Weida, Erik Wensberg, and Don Whittington.

Without the additional photos and illustrations from the following, this would be a small text book: Dan Boyd, Steve Burton, Alan Calhoun, Terry Capps, Mike Clark, Tom Curren, Jeff Eichelberger, Steve Erlich, Bob Fisher, Mike Fuller, Athene Karis, Abe Ketchum, Gordon Jolley, Susan Majoy, Alfred Manley, Randy McKee, Pete McGinty, Cliff Morgan, Vic Oliver, Tim Rempe, Paul Tyler, Russell Von Sauers, Dan Schlosser, Brian Shields, Matt Stone, Judy Stropus, Barry Sullivan, Phillip Warren, Bill Warner, and Scott Yturra. Hal Crocker made a particular contribution by providing photos from his extensive archives.

A special thanks to Mark Raffauf whose close reading of these pages before they went to press has made this a stronger, more accurate book.

And there was the support of my family, who could never get to use the phone and weren't sure the book was ever going to be finished.

And to the memory of Ken Wells, who began this project as a book on Jaguar (TWR) prototypes as a complement to his Le Mans books. He died while covering a vintage meet at Moroso Park, Fla., and never saw where his project led. But he left behind a style that personalized racing and made the participants into, well, people.

J. A. MARTIN

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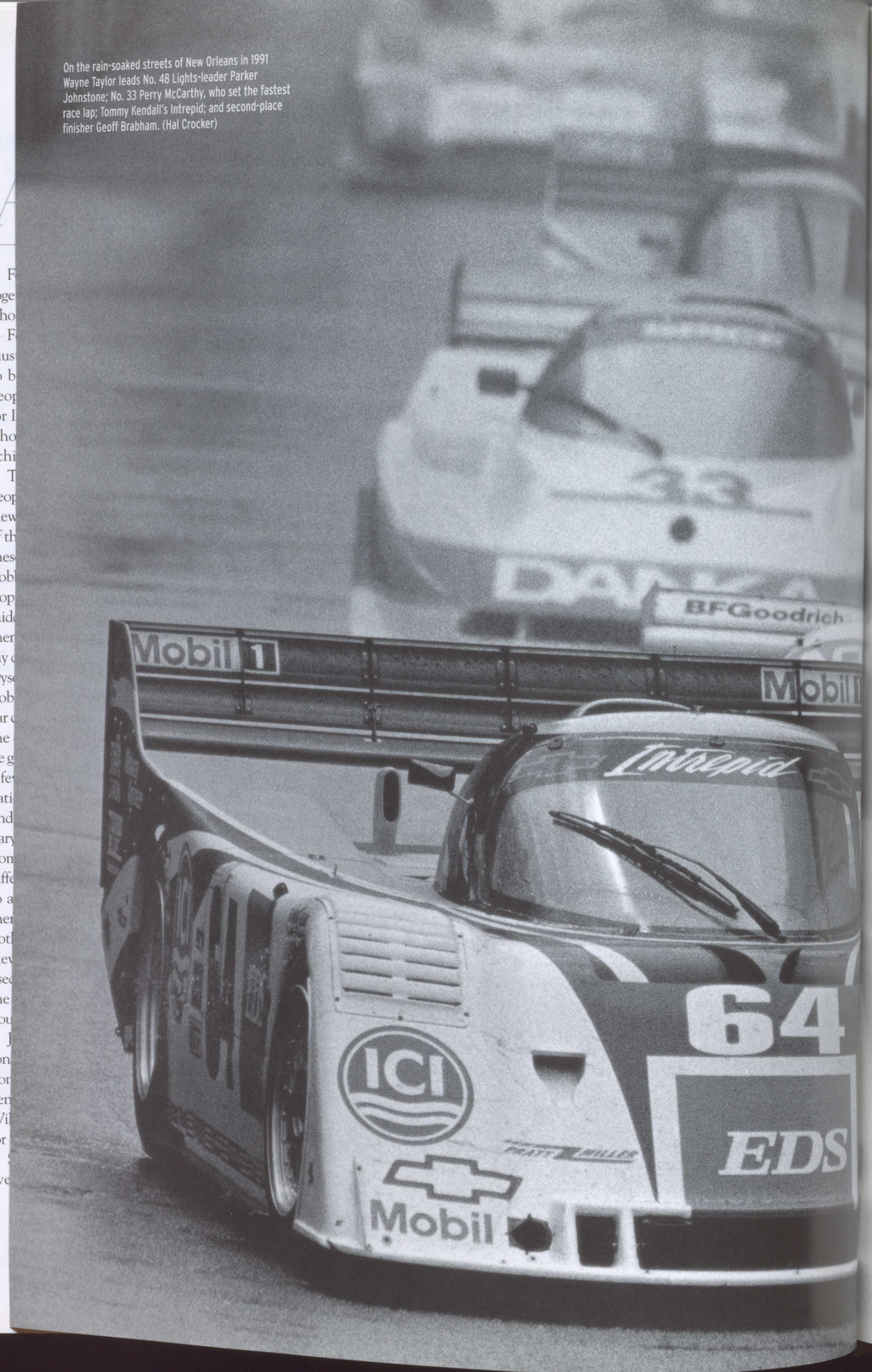
On the rain-soaked streets of New Orleans in 1991 Wayne Taylor leads No. 48 Lights-leader Parker Johnstone; No. 33 Perry McCarthy, who set the fastest race lap; Tommy Kendall's Intrepid; and second-place finisher Geoff Brabham. (Hal Crocker)



ABOUT THE AUTHORS

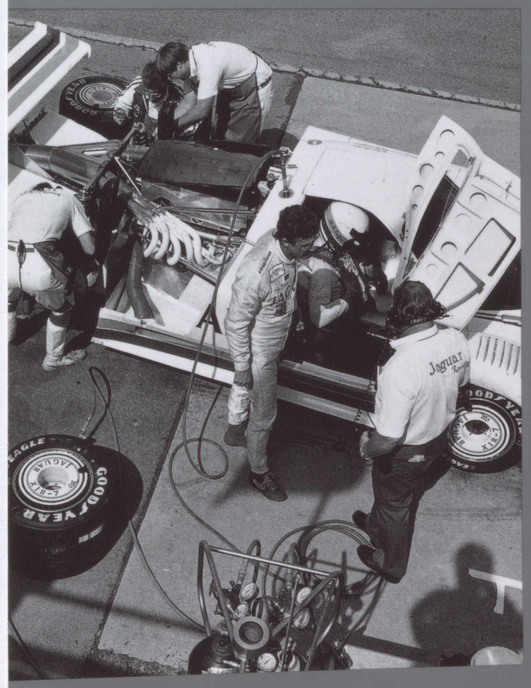
J. A. MARTIN has written about motorsports for more than twenty years. A practicing industrial designer, he lives in Maryland. This is his first book.

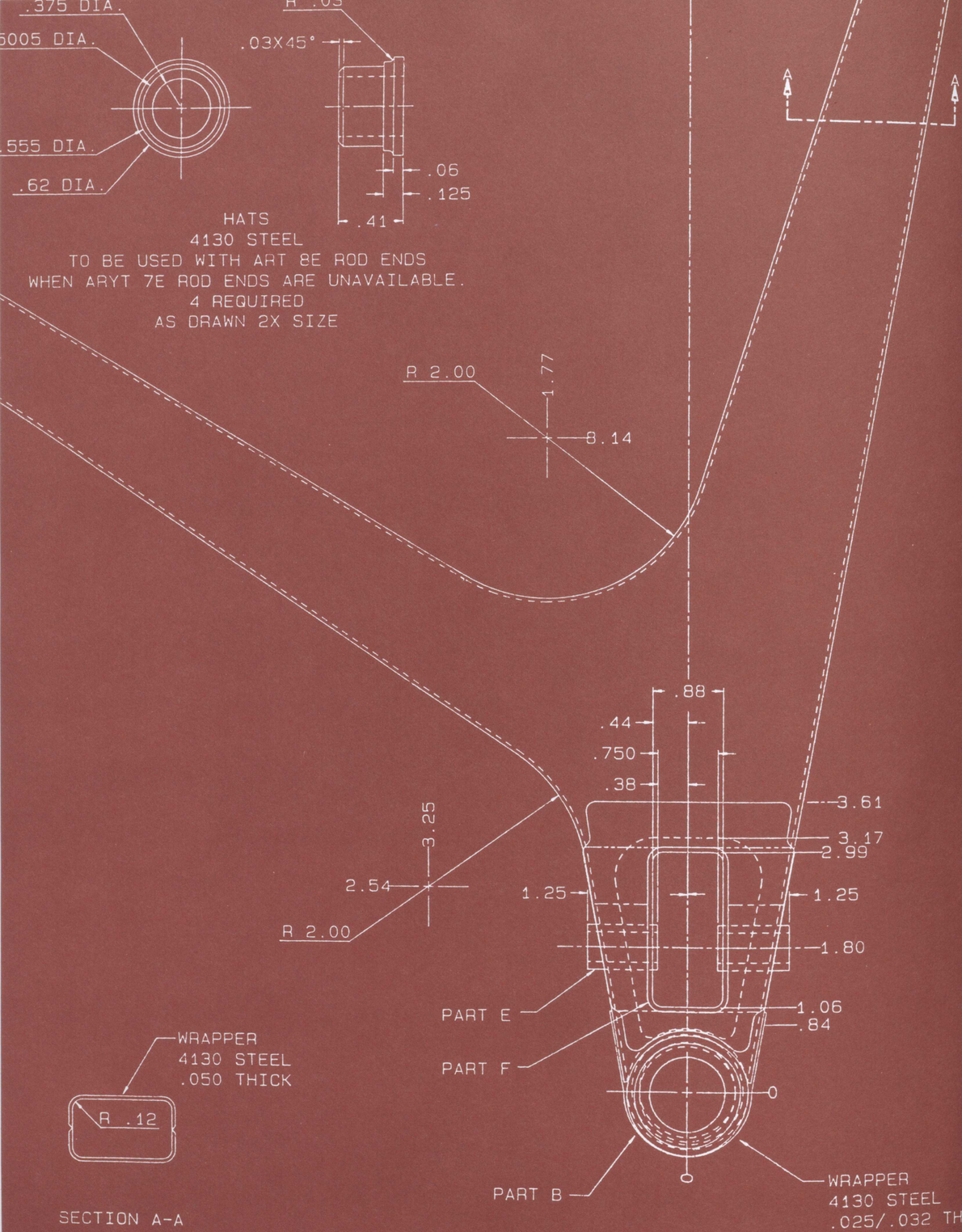
KEN WELLS helped build this book's foundation before his early death in 1992. He also authored books on Le Mans, Ayrton Senna, and Cosworth Engineering.

Book design: Blue Design (www.bluedes.com)

Printed in Korea

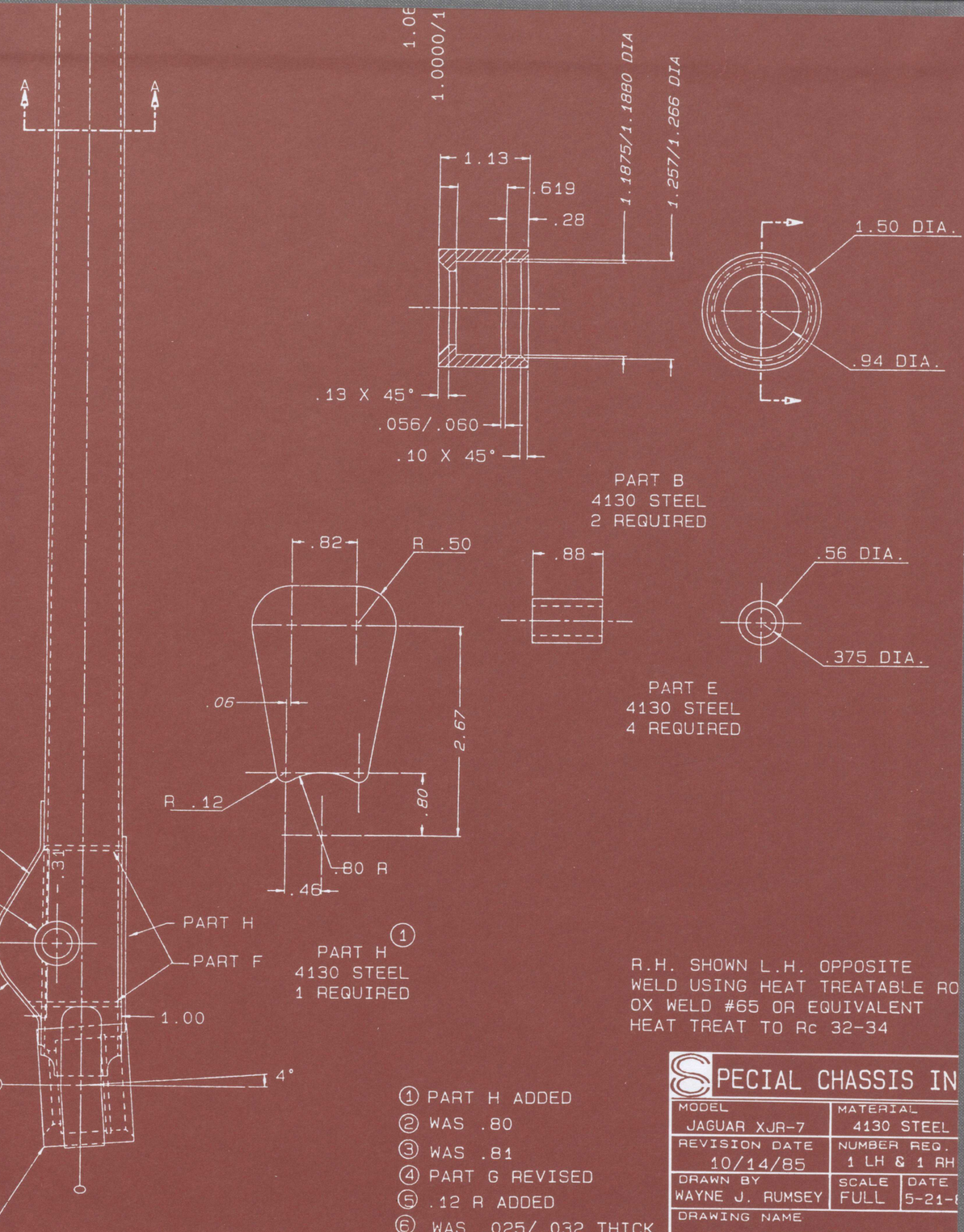
BACK COVER: Juan Fangio II in the AAR Toyota en route to victory at Watkins Glen in 1991. (Hal Crocker)
BELOW: The Group 44 team at Watkins Glen in 1987, their final race with Jaguar sponsorship. (Hal Crocker)





HATS
4130 STEEL
TO BE USED WITH ART 8E ROD ENDS
WHEN ARYT 7E ROD ENDS ARE UNAVAILABLE.
4 REQUIRED
AS DRAWN 2X SIZE

SECTION A-A



PART B
4130 STEEL
2 REQUIRED

PART E
4130 STEEL
4 REQUIRED

PART H ①
4130 STEEL
1 REQUIRED

R.H. SHOWN L.H. OPPOSITE
WELD USING HEAT TREATABLE RO
OX WELD #65 OR EQUIVALENT
HEAT TREAT TO Rc 32-34

① PART H ADDED
② WAS .80
③ WAS .81
④ PART G REVISED
⑤ .12 R ADDED
⑥ WAS .025/.032 THICK

SPECIAL CHASSIS IN

MODEL: JAGUAR XJR-7	MATERIAL: 4130 STEEL
REVISION DATE: 10/14/85	NUMBER REQ.: 1 LH & 1 RH
DRAWN BY: WAYNE J. RUMSEY	SCALE: FULL / DATE: 5-21-8

DRAWING NAME
ARM-FRONT LOWER

DRAWING NUMBER
GTP-2200